48760

MAY 1992

$2.95

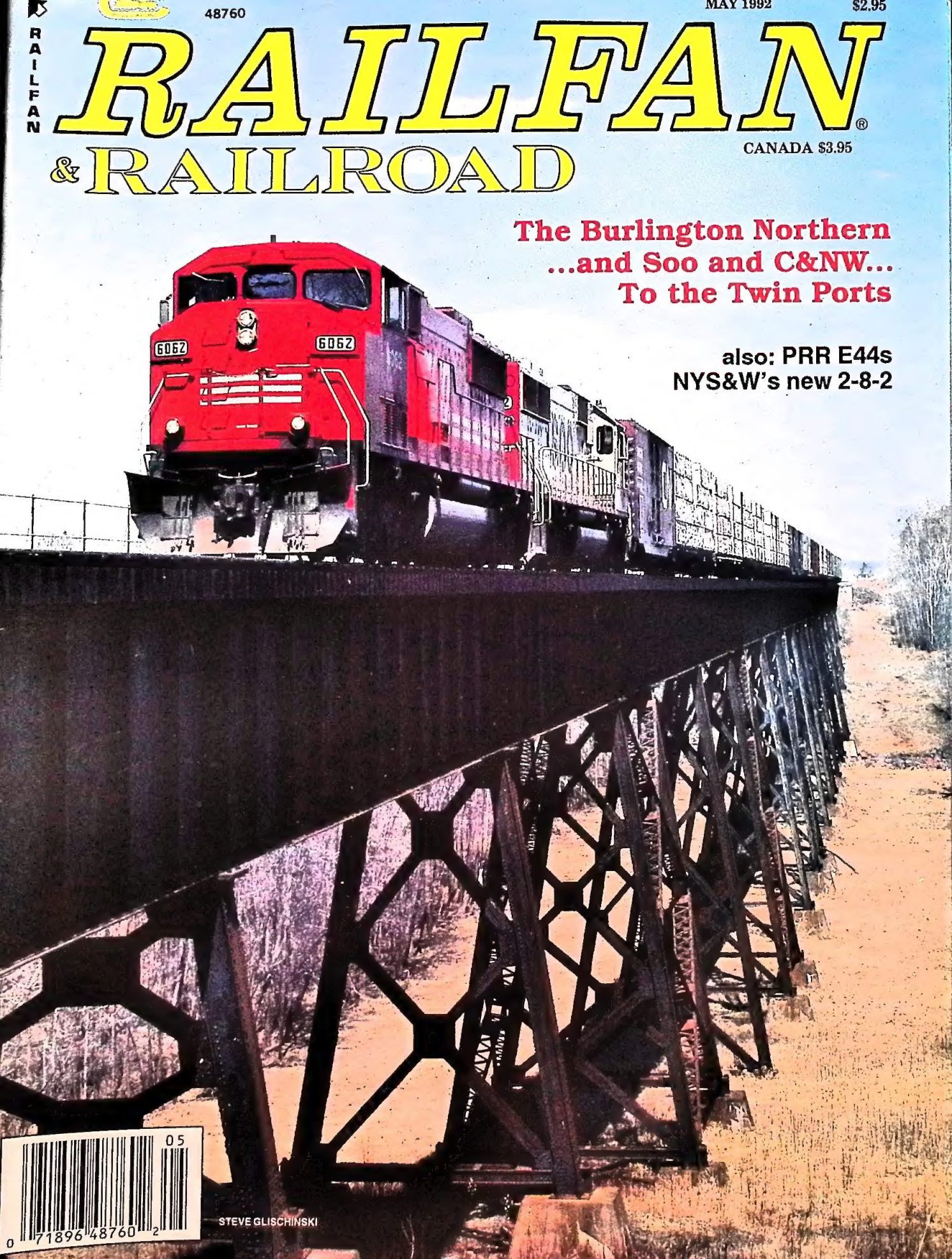
RAILFAN

RAILFAN®
& RAILROAD

CANADA $3.95

The Burlington Northern ...and Soo and C&NW... To the Twin Ports

also: PRR E44s
NYS&W's new 2-8-2



STEVE GLISCHINSKI

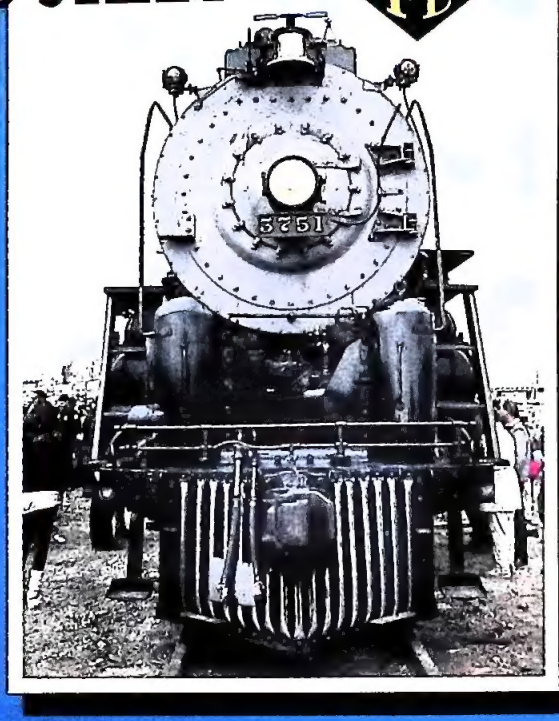
0 71896 48760 2 05

VIDEO RAILS PRESENTS ITS NEWEST RELEASE!

3751 THE *REAL* RETURN TO STEAM

SANTA FE 3751

"Without a doubt, the BEST videos available on 3751... By anyone, Anywhere!"



The ultimate return to steam. 3751 in all its glory, made her debut on Friday December 27, 1991. Video Rails is proud to bring you this spectacular event that spanned 4 days. Witness the Mighty Santa Fe 4-8-4 #3751 as it races up the steep Cajon Pass. Then watch in amazement as it thunders through the Tehachapi Loop, and the Caliente Curve! This Video is done in the Video Rails unequaled style that makes you feel as if you were there! This breathtaking Video will keep you at the edge of your seat from start to finish. Truly one of Video Rails finest tapes. 60 min., Color, HI-FI Stereo.

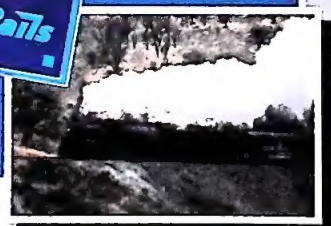
VR042 .....$29.95

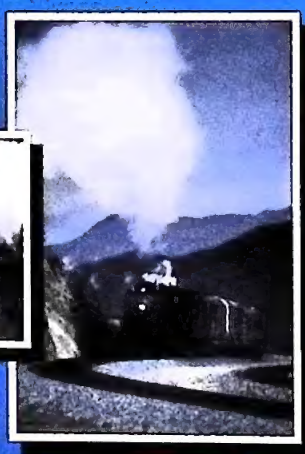
*See Special Offer on next page.

VideoRails

A Division of
Lambert Enterprises
Producer of Award-Winning Railroad Documentaries

ANOTHER CLASSIC VIDEO FROM VideoRails





MasterCard VISA DISCOVER

TO ORDER: CALL TOLL FREE 24 HOURS A DAY 1•800•262•2776

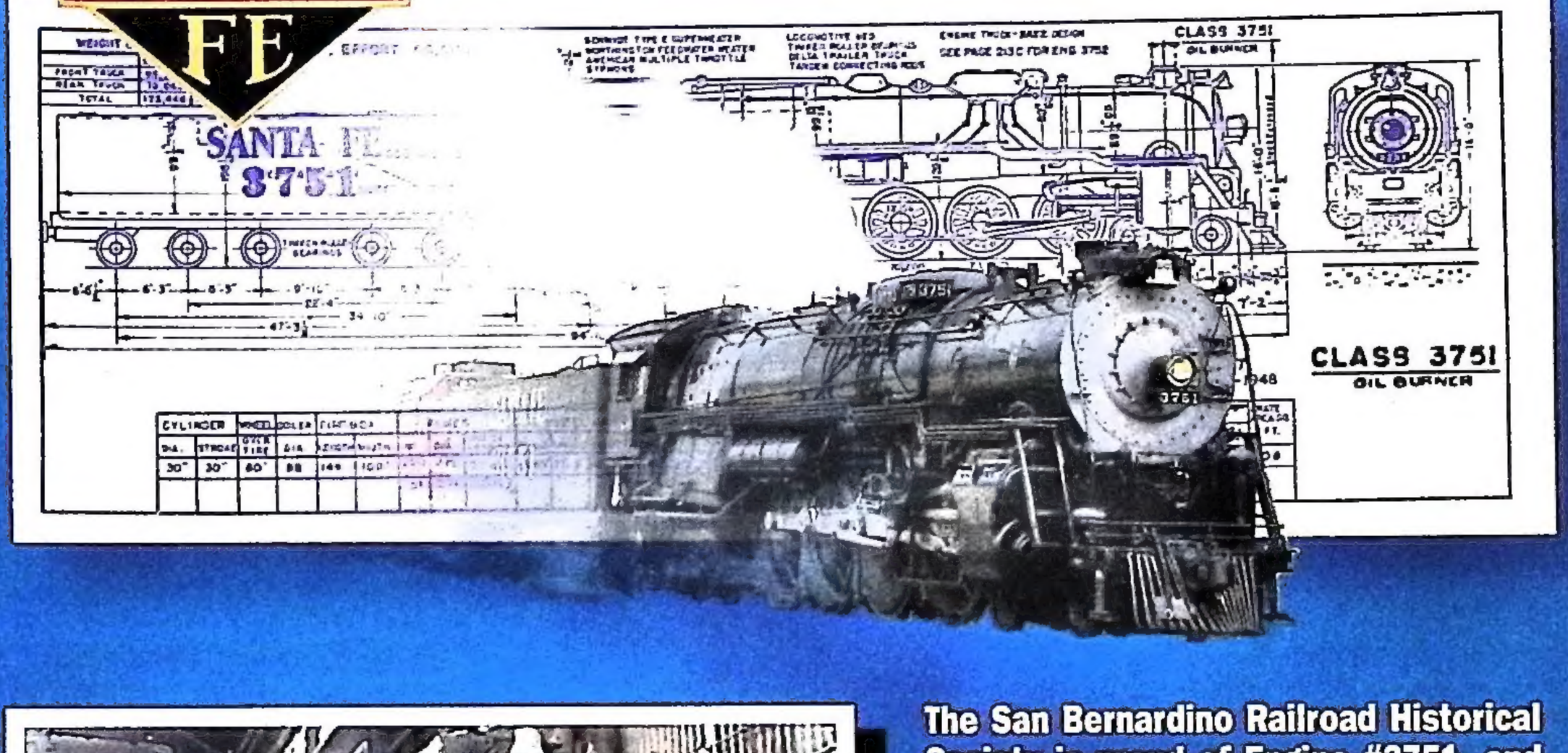
Also available: FREE Lambert Enterprise Catalog of the largest selection of videos.

VISA • MasterCard • Discover • Check • Money Order (Add $3.95 Shipping, $1.00 each additional item) California Residents add 8.25% sales tax.

© 1991 LAMBERT INDUSTRIES, Inc.

VIDEO RAILS NEW RELEASE!

3751 THE RESTORATION



The San Bernardino Railroad Historical Society is proud of Engine #3751, and now that it is completed, it's a spectacular sight to see. Watch the complete restoration of 3751 as it is captured over its years of labor intensive restoration.

3751 The Restoration

60 min, Color, HI-FI Stereo
VR043 .....$29.95

*SPECIAL OFFER!

You too can see what it took to bring 3751 to completion and its incredible first run! Both tapes are available on a one time special offer of only $39.95. Buy "3751 The Real Return to Steam" for only $29.95 and get "3751 The Restoration" for only $10.00!
2 incredible tapes!
That's $39.95 for 2 Great 60 minute tapes!
SPC018

OR WRITE TO: Lambert Enterprises • P.O. Box 80001 • San Diego, CA 92138-0001

books, clothing, and accessories...

Another great special exclusively from VideoRails.

92.RF.05

KODACHROME: ROBERT ECONOMOS

SD60MAC DEMONSTRATORS should begin testing on BN later this year. On February 4, the first of the four units, 9500, was in its EMD/BN demonstrator paint at Clyde Yard in Cicero, Illinois, en route to the AAR test facility in Pueblo, Colorado. See page 46.

Railnews

KODACHROME: DAVID A. PHILLIPS

BURLINGTON NORTHERN F9-2s BN-1 and BN-2 spent six days at Winter Park, Colo., in January, shown alongside D&RGW's Ski Train (**right**). The Fs used Rio Grande's Moffat Line to run a nine-car BN business train up from Denver. See page 46.

KODACHROME: JOHN C. BENSON

EX-BC RAIL ALCOs are now operating on Mexico's ex-FCP line between Empalme, Sonora, and the SP connection at Nogales, as well as on the former SBC line south of California and Arizona. Sporting new FNM logos, a trio of M630/M630W units was at Mexicali on January 19 (**left**). See page 46.

GE UNITS ON CP RAIL were tested in unit coal and grain service during early 1992. Set up with Locotrol 2 radio control gear, BC Rail Dash 8-40CMs 4612 and 4617 and UP Dash 8-40CWs 9432 and 9434 were run with two on the point and two at mid-train as slaves, as seen near Cambie, British Columbia, on January 14 (**below**). See page 46 for details.

KODACHROME: DAVID J. MERIDEW

HAROLD H. CARSTENS
publisher

JAMES A. BOYD
editor

MICHAEL J. DEL VECCHIO/associate editor
BRUCE E. KELLY/associate editor
MAUREEN FRAZER/editorial secretary
GEORGE M. SMERK/columnist
JOE L. DIAZ/columnist
JOHN A. EARLEY/director of advertising
PIETER UPTEGROVE/advertising sales manager
LARRY DEITCH/advertising production manager
ROBERT O. COSGROVE/director of marketing
JANET E. McNABB/office manager and bookkeeper
PHYLLIS M. CARSTENS/assistant to the publisher

Circulation Manager: Henry R. Carstens. Circulation: Carole Olinger, Rose M. Gervasi, Peggy Gardner, Joanne Guest. **Advertising Billing:** Margie Palazzo. **Adv. Production:** Mary Ann Lengle, Joann McMickle, Faith Henderson. **Reader Service:** Lynn Thomas. Dealer Service: Cathy Streeter. Shipping: Shawn Reinertsen, Ken Wilkinson.

From the Publisher's desk: On the *Broadway*

I'd flown a Northwest DC9 to Detroit, spent two hours on a bus, flown a TWA 727 to St. Louis, driven over 300 miles in southern Illinois and headed to Chicago on a United 727. Breakfasts were meager. I barely had leg room on TWA. The "Friendly Skies" had overbooked by eight and had to rectify the overbooking by offering free round trip tickets and discount vouchers anywhere on United's system. At O'Hare I walked the length of the terminal to reclaim my bag, grabbed a cab and headed to Union Station. My film in a lead-lined bag had been zapped three times by x-ray machines, and I had triggered the alarm three times with an excess of coinage, a silver belt buckle and a small chain in my coat. Well, on airplanes you welcome security and wish it was up to the standards offered by El Al and Lufthansa.

At Union Station I checked in and was handed a chit giving me, a sleeping car passenger on Train No.40 the *Broadway Limited*, access to the Amtrak lounge, which is similar to the lounges enjoyed by airline passengers. The lounge offered free soft drinks and coffee, easy chairs, magazines and newspapers. About 20 minutes before train time they announced that No.40 was loading, and we headed to the gate, only to find a long line of passengers waiting for it to open. First class and coach passengers waited in line together in democratic fashion — unlike the airlines, which allow first class passengers, invalids, frequent mileage passengers and deadheads to board first.

My car 4000 was to have been the rear car, but tacked on the end of today's train was Amtrak 10001, the *Beach Grove*, a rebuilt Amfleet coach with an open end observation platform carrying Amtrak brass to Philadelphia. I could have written neat stuff about this car had they invited me aboard. We pulled out at exactly 8:15 p.m. After a drink in the lounge I headed for the diner and enjoyed a tasty and tender New York strip steak dinner. The service was prompt and courteous, but I missed the elegance of railroad chinaware, real wine glasses and the ability to smoke a real railroad cigar offered from a wooden box.

Pittsburgh was the first stop at daybreak, and it was snowing. Orange juice, eggs and bacon for breakfast were great ("Sorry sir, we're out of grits!"), and there was ample coffee. The announcement for lunch over the PA system advised that the cheeseburger special was so good it would have you dancing on the tables. It was good. Passing Altoona we spotted a number of fine old passenger cars including one with paired arch windows.The ride was smooth on well-maintained trackage, and we frequently met westbound Conrail container trains. At Harrisburg a five-stripe Pennsylvania GG1 occupied the next track along with a PRR caboose, a nice memento of half a century before. The *Beach Grove* was disconnected at Philadelphia, E60 602 was coupled to the rear of car 4000, and we left Philadelphia backwards for the speed run to Newark. How often had we ridden behind K4s, GG1s, MP54s and the *Aerotrain* on these same tracks? Now we passed modern New Jersey Transit equipment. At 5:05 p.m. we got off at Newark, right on schedule. There was no rush getting out of a tightly strapped-in seat to wait ten minutes in a crowded aisle for the door to open.

How did we ever let this means of transportation get away from us?

RAILFAN & RAILROAD

May 1992 /vol.11 no.5

RAILROAD / founded 1906 / vol.114 no.2

Features

48 **Steam Returns to the Susquehanna**/Forero & Del Vecchio
53 **The E44: PRR's Last Freight Motor**/Richard M. Gladulich
60 **From the Twin Cities to the Twin Ports**/Steve Glischinski
74 **Colorful Rectifiers**/New Haven and Muskingum

Departments

4 **Railnews**/news in color
6 **Fanmail**/letters from readers
12 **Timetable**/events
18 **Railroadiana**/product news and reviews
28 **Videos**/videotape reviews
32 **We'd like you to meet.../**Forero, Gladulich
36 **Camera Bag**/Thoughts on Grubby Weather
37 **Railfun**/Curt Katz
38 **Transit Currents**/George M. Smerk
44 **Railnews**/news in detail
68 **Railnews**/news in color
69 **Markers**/editorial commentary
70 **Switch List**/classified advertising
72 **Advertising Index**/the railfan marketplace
73 **Railnews**/news in color

Cover

A Soo Line cover for a Burlington Northern story? It's appropriate, since the Soo Line and Chicago & North Western now use the Burlington Northern's ex-GN main line between St. Paul and Duluth, Minnesota — and that bridge over the Nemadji River just south of Superior, Wis., is on the old Soo Line, a segment used by the BN when the underpinnings of its own nearby bridge got "soft" a few years ago. The date is April 25, 1991, and the southbound Soo train is headed up by one of their super cab SD60Ms and an SD40-2. For the full story about the colorful operations between the Twin Cities and the Twin Ports, see Steve Glischinski's article on page 60. Kodachrome by Steve Glischinski.

RAILFAN & RAILROAD (ISSN 0163-7266), is published monthly by Carstens Publications, Inc., Phil Hardin Road (Fredon-Springdale Road), Fredon Township, P.O. Box 700, Newton, New Jersey 07860-0700. Phone 201/383-3355. Harold H. Carstens, President; Marie L. Merkle, Vice President; Phyllis M. Carstens, Secretary-Treasurer. Second-class postage paid at Newton, NJ 07860 and additional mailing offices.

POSTMASTER: Send address changes to RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860-0700. Copyright © 1992 by Carstens Publications, Inc. Printed in U.S.A.

SUBSCRIPTIONS: U.S.A. and possessions: $25.00 per year, $47.00 for two years, $67.00 for three years. Foreign: $31.00 per year, $61.00 for two years, $90.00 for three years. All communications regarding subscriptions and change of address should be sent to Circulation Manager, RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860. Please allow six to eight weeks for change of address.

CONTRIBUTIONS: Articles and photographs are welcome. Contributors are advised to keep a copy of their manuscripts and illustrations. When requested, we will endeavor to return all material in good condition if accompanied by return postage. Payment is normally made upon publication. The contents of this magazine may not be reprinted without written permission of the publisher.

ADVERTISING: Advertising offices: RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860-0700. Phone: 201/383-3355. FAX: 201/383-4064.

Carl Loucks

...SELLING RAILROAD TIMETABLES
464 Washington Ave., North Haven, CT 06473

SPECIALS OF THE MONTH...
a few of the more than 250,000 items in our stock, We do NOT sell any reprints. All are original railroad issue. You'll learn about railroad operations from these ...

PUBLIC TIMETABLE SPECIAL:
The history of your favorite road told in timetables. Three system timetables, one from the 1940's, one from the 1950's and one from the 1960's. Choose from ATSF, ACL, B&M, CB&Q, C&EI, D&H, DL&W, CV, C&O, B&O, IC, GN, L&N, LV, MP, NH, NYC, N&W, NP, PRR, SLSF, SOU, UP, WAB, WP. Each set, three timetables ..... $15.
Any six sets of three TTs each, 18 Timetables ..... $60.

EMPLOYEE TIMETABLES:
The best way to learn about railroad operations, line by line, stations, signal rules, mileages, etc. Many have complete maps and grade profiles.

ATSF - System 1989 ..... $20.
BN - Denver 1989 ..... $12.
BN - Nebraska 1989 ..... $12.
BN - Galesburg Region 1989 ..... $12.
BN - Lake Region 1989 ..... $12.
CN - Great Lakes 1989 ..... $12.
CP - Toronto/London 1988 ..... $12.
CR - Harrisburg 1989 ..... $15.
CR - Philadelphia 1990 ..... $15.
CSX - Florence 1987 ..... $10.
CSX - Tampa 1987 ..... $10.
CNW - System 1989 ..... $12.
NS - Eastern 1988 ..... $12.
NS - Georgia 1989 ..... $12.
NS - Pocahontas 1988 ..... $12.
NS - Piedmont 1988 ..... $12.
MP - System 1985 ..... $10.
SOO LINE - System 1989 ..... $12.
SP - Eastern Region 1989 ..... $12.
SP - Western Region 1989 ..... $12.
Any five above for just ..... $50.
Any ten above for just ..... $80.
All twenty above for just ..... $140.

EMPLOYEE TIMETABLE STARTER KIT:
Ideal for the new collector. Ten employee timetables, hours of interesting reading about railroad operations. One each from the SP, UP, ICG, SBD, SOU, ATSF, BN, MP, L&N, AND MILW.
All ten for $40.00

MAJOR RAILROAD EMPLOYEE TIMETABLES
You'll receive seven different ETTs covering various divisions of these major lines. Random dates from the 70's and 80's. Choose from:

ATSF ..... 7 ETTs for ..... $30.
CN ..... 7 ETTs for ..... $30.
ICG ..... 7 ETTs for ..... $30.
L&N ..... 7 ETTs for ..... $30.
N&W ..... 7 ETTs for ..... $30.
SP ..... 7 ETTs for ..... $30.
ANY FOUR SETS FOR ..... $100.

New Catalogue Issued Monthly
Sent with each order or SSAE

Carl Loucks
... SELLING RAILROAD TIMETABLES
464 Washington Ave., North Haven, CT 06473

Fanmail

On Santa Fe's Santa Fes

Page 71 of the March '92 issue has a photo of Santa Fe Fe 2-10-2 with a caption inferring that this was the first 2-10-2 delivered to the railroad. Actually, locomotive 915 was the first 2-10-2 that Baldwin delivered to the AT&SF in 1903. It carried construction (serial) number 22782. The 900 was received in 1904 with serial number 24061. The reason was that in 1903 Numbers 900 through 914 were already occupied by 15 Vauclain compound 2-8-2s that Baldwin built for the AT&SF in 1902 and 1903. The first 2-10-2 deliveries started with numbers 915 onward. Later in 1903 the 15 2-8-2s were renumbered into the 885-899 numbers, leaving 900-914 vacant. The 1904 deliveries of 2-10-2s filled numbers 949 through 985 and 900 through 914. The 915 was scrapped in Albuquerque in 1940.

Hope this clarifies this.

STAN KISTLER
Grass Valley, Calif.

Santa Fe 900 photo

That Santa Fe 2-10-2 900 on page 71 of March '92 sure looks like one I shot in Amarillo, Texas, during the 1955 steam rush. Amarillo was my home for nearly 30 years and headquarters for Western Lines of Santa Fe, which was also my employer. I sent several enlargements to *Railroad* Magazine Editor Freeman Hubbard several years ago. I always made it a point to place location, date, etc. on back of photo — I might have slipped on this one. It's nice to see one of these old work horses again, they repaid their costs to the Santa Fe many times over. Even the SP tried to lease some of them during World War II, without results.

WILLIAM O. GIBSON
Grants Pass, Ore.

Remembering the Santa Fes

The photo of Santa Fe steam engine 900 on page 71 of the March issue was of special interest to me, it brought back many memories as I worked on her many trips.

I hired out in June 1947 as a brakeman on the old Western Division, headquartered at Dodge City, Kansas. I was living in Dodge City and on July 1 bid in as head brakeman on mixed trains 73-74 to Boise City, 159 miles. On July 10 I made my first trip, on engine 900 and made a total of 14 trips over the road on the 900 from July 10 to August 30. The 900 was in a pool with other 2-10-2 type engines of the 900- and 1600-classes.

This was toward the end of the era of the golden age of railroading which lasted until the loss of passenger trains in May 1971. Railroading for us trainmen and enginemen was never the same thereafter. I retired as conductor September 1, 1986, with 44 years of service, 39 of which were in train service.

L.M. "MIKE" HURLEY
Newton, Kan.

Santa Fes and me

I noted in the March issue the mention of the Santa Fe's class 900 and the naming of the 2-10-2 wheel arrangement as the "Santa Fe" type. On the next page it is mentioned that AT&SF 940 on display in Bartlesville, Oklahoma, since 1956 was in danger of being scrapped. This would be a tragedy as it was the only 2-10-2 saved by the Santa Fe out of the more than 300 they had on their roster.

The 940 might not have been saved if it hadn't been that in the mid-1950s, being a stockholder of the Santa Fe, I wrote President Fred Gurley and suggested that the Santa Fe should save at least one of the 2-10-2s. His reply was that he would see what he could do, and the 940 was the one saved.

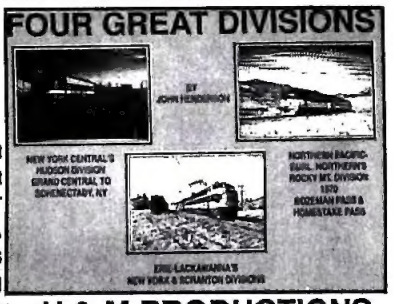
AVAILABLE APRIL 15, 1992-IN FULL COLOR

4 GREAT DIVISIONS

BY JOHN HENDERSON

COVERING THE OPERATIONS OF THE NEW YORK CENTRAL'S HUDSON DIV., THE ERIE-LACKAWANNA'S NEW YORK & SCRANTON DIV. AND THE NORTHERN PACIFIC-BURL. NORTHERN'S ROCKY MT. DIV. 1970.

$36.95 PLUS $3.00 SHIPPING & HANDLING AND 8.25% SALES TAX FOR N.Y. RESIDENTS.


FOUR GREAT DIVISIONS
BY JOHN HENDERSON
NEW YORK CENTRAL'S HUDSON DIVISION GRAND CENTRAL TO SCHENECTADY, NY
NORTHERN PACIFIC-BURL. NORTHERN'S ROCKY MT. DIVISION 1970 BOZEMAN PASS & HOMESTAKE PASS
ERIE-LACKAWANNA'S NEW YORK & SCRANTON DIVISIONS

WITH THE HELP OF OVER 185 COLOR PHOTOS YOU ARE TRANSPORTED OVER EACH OF THESE DIVISIONS IN A DIFFERENT MANNER. THE HUDSON DIVISION AS A PASSENGER, THE ERIE -LACKAWANNA AS AN OPERATOR AND THE ROCKY MT. DIVISION AS A FAN. MANY TALES OF ADVENTURE ARE RETOLD TO SUPPLEMENT THE INFORMATIVE TEXT. 112 PAGES, HORIZONTAL FORMAT, SOFT COVERED AND PERFECT BOUND.

H & M PRODUCTIONS
193-07 45th AVE
FLUSHING, NY 11358
Dealer enquires welcome

I had also asked him about obtaining a whistle, and later I received a big six-chime whistle that had been on the 1489, then on the 3438.

I certainly hope that some means can be found to solve the asbestos problem and save the 940.

WILLIAM B. GARNER
San Bernardino, Calif.

An update to the 940 story, we understand that the City of Bartlesville is considering either of two local groups to receive the locomotive. And if all else fails, at least one large railroad museum said they would come to Oklahoma and get it — M.D.

Yellowstones in '60 or '61?

I very much enjoyed February's article on today's Missabe, having grown up on the Iron Range right in the middle of the DM&IR. I'm not trying to nit-pick, and the little item below won't change the world's destiny.

On page 67, where the MARKERS discussion of the railfan trip on July 3, 1960, talks about the 225 traveling up the Alborn Branch to Coleraine, I wondered whether I had things confused or whether there was a separate trip I wasn't aware of.

As I have it recorded, the 225 that day went north on the Missabe Division tracks, then west through Wilpen and Hibbing, and thence over Great Northern tracks to Calumet and Taconite Junction. There it was wyed, and it went back over the Alborn Branch via Pengilly. To this my 8mm movies attest, and the postmark on my processed movies confirm that it was July 2, 1961, not 1960.

BEN IMBERTSON
Fridley, Minn.

I suspect that you are correct about the trip being in 1961, as I shot it on the Kodak Chevron I bought from Parker Lamb in late 1960 or early '61. My negatives have no recorded dates. I think I also rode the 222 trip in 1960, as I remember the dying engineer. I'm sure my first trip, however, was the one in 1958 with O5a 5618 on the CB&Q. I would certainly like to see a chronology of the DM&IR fantrips of that era, as my memories are vague, and I can find little if any documentation of those last years of 2-8-8-4 and 2-10-2 trips — J.B.

DM&IR comments

I was very pleased to see the Missabe featured in your February issue. Please allow me to explain further about the Missabe's rebuild programs and correct some minor glitches that snuck into Andrew Nelson's excellent story.

Locomotive 166 has not been restored to its as-delivered paint scheme as the photo caption on page 53 states. All SD9 and SD18 locomotives were delivered without the vertical stripe on the hood ends. The paint scheme shown is the Missabe's second scheme. This unit hasn't worn the arrowhead (or third) paint scheme yet, and probably won't until it passes through one of the DMIR's two rebuilding programs. Unit 129 is the only unit that has been repainted in the first paint scheme.

The DMIR received 20 SD9 locomotives in 1957, not 21.

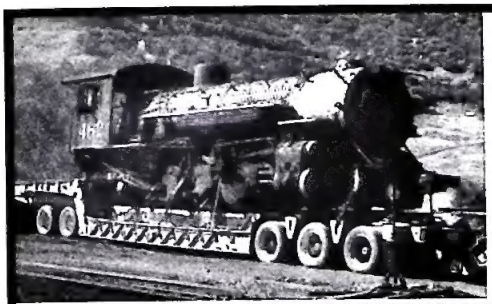
The Missabe received 19 SD18 locomotives in 1960, not 18.

The Missabe 300 series locomotives are not type SD38R. They are rated at 1750 horsepower and are designated as either SD9m or SD18m according to their original type.

The units being rebuilt but not receiving chopped short hoods or renumbering are receiving power-pack assembly upgrades only and are not being renumbered as they are not considered new locomotives as the 300s are.

Former B&LE 892, not 982, was nicknamed "The Pumpkin," not "The Great Pumpkin." The air filter box side covers featured a picture or a pumpkin and were lettered "The Pumpkin." Alas, it is no more, having been renumbered 215 and painted in the arrowhead paint scheme.

The Minnesota Transportation Museum is located in St. Paul, not Duluth. The North Shore Scenic Railroad links the Lake Superior Transportation Museum and the Lake County Historical Society Museum.



"REBIRTH OF A LOCOMOTIVE"

THE DURANGO & SILVERTON NARROW GAUGE RAILROAD

$19.95 Pre-Production Special On This Collector's Edition Video

See Engine No. 482, a class K-36 Mikado, transformed from a dead, derelict locomotive into a live steam operating iron horse. Get this professional quality video for only $19.95 when purchased by May 1, 1992. Shipping date for "Rebirth of a Locomotive" is planned for June 1, 1992. Regular price for this outstanding production will be $29.95. Narrated by C.W. McCall, "Rebirth of a Locomotive" depicts in 24 minutes every detail of the rebuilding of 482 and her entry into service of the legendary "Silverton Train".

To order the above video, please contact:
NARROW GAUGE MEMENTOS
P.O. DRAWER J DURANGO, CO 81302
(303)385-7947

AWARD-WINNING PRODUCTIONS FROM

GANDY-DANCER VIDEOS

★ NEW RELEASE ★

STEAM SPECIALS 844 OCTOBERFEST '91
Complete coverage of UP 844 excursions for the NRHS out of Grand Island, Nebraska and Camrail Club from Omaha to Marysville, Kansas.
80 mins., $39.95

★

STEAM SPECIALS RAILFAIR '91
Complete roundtrip coverage of UP 844 & 3985 to Sacramento Railfair '91. 60 mins., $39.95

★

CONVERSION OF 3985
1991 Northern Colorado Media Professionals First Place Award for "Best Videography."
Step by step conversion of UP 3985 to oil, and test run, pulling APL train.
90 mins., $49.95

★

3-TRUCK SHAYS ON THE GEORGETOWN LOOP
Former Westside Lumber shays at home high in the Colorado Rockies.
30 mins., $24.95

★

STEAM SPECIALS '90, PART I
UP 844 to St. Louis NRHS convention and Ida-Wyo Centennial Train.
120 mins., $49.95.

★

STEAM SPECIALS '90, PART II
UP 3985 to Omaha River City Days and 844 to Abilene, Kansas Eisenhower Celebration. 120 mins., $49.95

★

STEAM ROTARY OY
Complete coverage of 1991 Rotary Snowplow action on the Cumbres and Toltec. 75 mins., $39.95

- Available in VHS, BETA or add $10 for PAL
- VISA, MC, Check, Money Order
- $4 Shipping & Handling
- Colorado Residents 3% tax
- Write for free catalog
- Order Toll Free: 1-800-736-0757

Gandy Dancer Productions
1430 41st Avenue
Greeley, CO 80634-2732
(303) 351-0758

One hint to railfans: contact the Minnesota Department of Transportation at 612/297-3000 and order a copy of "The Minnesota County Map Book." It sells for $18.85 plus $2.00 shipping, and they accept major credit cards. This is the best map or map book available for the Minnesota bound railfan.

STEPHEN W. STEINKRAUS
Missabe Railroad Historical Society
Stillwater, Minn.

Mislabelled museums

I very much enjoyed Andrew S. Nelson's "Today's Missabe" in the February 1992 issue. One minor error did manage to creep into the text on page 55. The mention of the North Shore Scenic Railroad connecting two museums and one of them being the Minnesota Transportation Museum is incorrect. The Minnesota Transportation Museum is located in the Twin Cities of Minneapolis and St. Paul, about 150 miles from Duluth. The museum in Duluth is the Lake Superior Museum of Transportation. We have a number of fine offerings, but, alas, a DM&IR 2-8-8-4 is not one of them.

NICK MODDERS
General Superintendent
Minnesota Transportation Museum
St. Paul, Minn.

Missabe fantrips

I enjoyed the February cover article on the Missabe. As a life long follower of the DM&IR I'm always pleased to see anything in print about it. Your recollections about the Missabe fantrip in July '60 are a bit off, though. The July 3, 1960, trip was jointly sponsored and featured Yellowstone 222 on a trip from Duluth to Ely and Winton via Two Harbors. The trip was notable for carrying the first vista-dome on the Missabe and the death of the engineer at the throttle shortly after leaving Two Harbors. I remember waiting a long time for a new engineer and volunteers going through the train passing the hat for the late engineer's widow. You might refer to Frank King's *Steam Locomotives of the Missabe*. Perhaps the trip you remember was 1959 or 1961?

You may be interested to know that the spirit of Missabe Yellowstones lives on today in the form of my father's 1" scale 222 live steamer. It took him eleven years to build (1969-1980) from scratch. The engine currently resides at the Illinois Live Steamers property. She's a great steamer and quite a break from the boring Santa Fe diesels I normally operate day in and day out at Corwith Yard.

STEVEN M. SNYDER
Engineer AT&SF Ry.
Frankfort, Ill.

3751 corrections

I appreciate the nice layout you did with my story on the 3751. The accompanying feature by Stan Kistler supplemented by story very well, and was, to me, more interesting than mine.

I now realize I left out that the 3751 was first converted to oil in 1936 for protection of the *Super Chief* between Winslow and Los Angeles. This is evident in the photo on page 46, with the original tender.

Also, a minor correction to your wrap-up on page 71. The type of bypass valves used by Santa Fe was a Wagner, not Wilson.

LLOYD STAGNER
Newton, Kan.

CR ENTERPRISES ★

DIESEL LOCOMOTIVES: SOUTHERN STYLE

EXCITING, action-packed VHS video from the heart of Dixie, focusing on: **UNION PACIFIC, SOUTHERN PACIFIC, COTTON BELT, MISSOURI PACIFIC, KANSAS CITY SOUTHERN, MID-SOUTH RAIL, & AMTRAK.**

First Generation through the **NEWEST** high-tech models in **ACTION**:
- see the latest **UNION PACIFIC** power
- ride a new **CONRAIL GE C40-8 SUPER CAB**
- **CONRAIL** power on the UP & SP
- action shots of now-retired **KCS SD40's**
- beautiful footage of **SP & SSW GP35's** on the **COTTON BELT**
- **SP** "Kodachromes"
- fascinating tour inside UP's Downing Jenks Shops at North Little Rock
- extensive coverage of **AMTRAK's *Texas Eagle*** (cab -ride included!)
- **SANTA FE's** Super Fleet in Texas
- **UP's "DESERT VICTORY" SD40-2**

(108 Minutes)

$29.95 (check or money order) to:

CR ENTERPRISES
125 Chimney Stone Way
Shreveport, LA 71115

– VIDEO –

New! Montana Rail Link New! Trackside Guide & Locomotive Directory

All of GNP's traditional guide features plus a complete history of every MRL locomotive with 28 bits of technical specifications on each. 90 pages, 100 halftone photos. **$16.95**

BN - Pasco to Marias Pass - 48 pages $11.95
BN - Columbia River Gorge - 34 pages $10.95
CP Rail - Kicking Horse Pass - 24 pages $ 9.95

All four guides describe road access to trackside, trainwatching sites, operations, scanner frequencies, stations, motive power, photos, topo maps, and more.

TWO GUIDES $18.00 ALL THREE $28.00
(ALL PRICES POSTPAID)

► Immediate Delivery Guaranteed
► Dealer Inquiries Welcomed

ROBERT C. DEL GROSSO / GNP PUBLICATIONS
Rt. 4, Box 627-A Bonners Ferry, ID 83805

Milton Steam Era

100 minutes
$29.95

Tape covers one of Canada's largest steam shows. Parades feature many antique and rare steam engines, tractors, cars, trucks, engines, and machinery, plus saw mill, working models, much more. Color, live sound, narration. VHS HQ, Beta, 100 minutes. $29.95. Post and duty paid to USA. Free catalogue with reviews.

— Satisfaction Guaranteed or Money Refunded —

Add $1/tape for charge card orders. Ontario residents add 8% sales tax. Canadian residents add 7% GST.

cheques payable to

Video Classics
84 Willow Ave. #37
Toronto, Canada. M4E 3K2

◆ (416) 694-6821 (10 am-10 pm) ◆

Coming Soon!
ALL NEW 1992
ROSTERS
COLOR - 19.95 ppd.
DPA-LTA ENTERPRISES, INC.
P.O. BOX 728
ROUSES POINT, NY 12979-0728

RAILROAD GIFTS

SCALE PRINTS, T-SHIRTS
CLOTH EMBLEMS, PINS,
MUGS, GLASSES, BUCKLES
PORCELAIN SIGNS, ETC.

---- CATALOG $1.00 ----

G C WINEHOLT - RAILROAD GIFTS
RR 1 BOX 580 BROGUE PA 17309

OLD LINE GRAPHICS ALL-COLOR RAILROAD BOOKS

VISA / MASTER CARD ACCEPTED

RICHMOND & FREDERICKSBURG & POTOMAC RAILROAD
LINKING NORTH AND SOUTH
THE WESTERN MARYLAND RAILWAY IN THE DIESEL ERA
THE RAILROAD NIGHT SCENE

THE RAILROAD NIGHT SCENE $44.00

THE WESTERN MARYLAND RAILWAY in the DIESEL ERA $44.00

CHICAGO & NORTH WESTERN $39.00

BEFORE GUILFORD $39.00

CLINCHFIELD COUNTRY $38.00

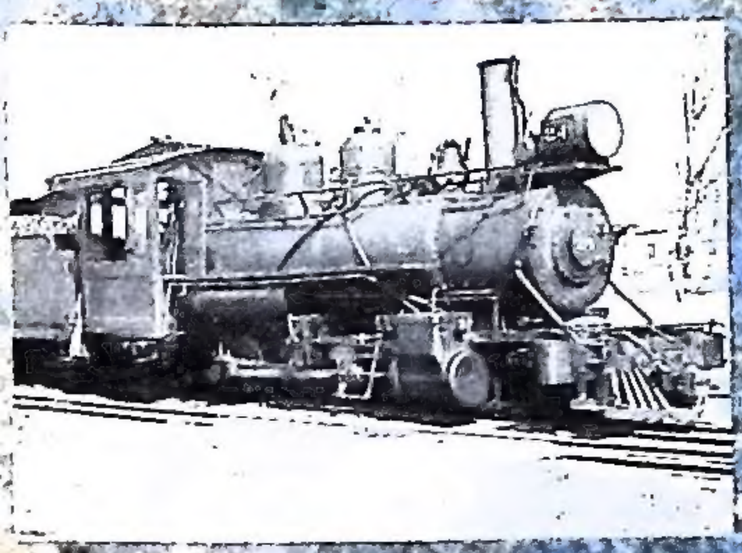
Richmond Fredericksburg & Potomac $42.00

Louisville & Nashville in the Appalachians $42.00

Postage Paid in United States **In Maryland Add 5% Sales Tax** ***Outside U.S. Add $3. Shipping***

OLD LINE GRAPHICS
1604 WOODWELL ROAD, SILVER SPRING, MD 20906
301-460-9193 (Noon to 6PM EST)

STEAM IN THE TALL TIMBER



Ten Different Logging Railroads from Arizona to Puget Sound

3 GEARS IN THE WOODS

1) A St. Regis Shay switches the yard.

2) A West Side Shay heads into the tall timber trailing skeleton log cars. It returns with gargantuan loads of sugar pine rocking from side to side.

3) A standard Gauge Heisler dances around the log dump.

4) At Osborne Bay, a shay switches the docks.

5) A Hillcrest Climax thrashes about the property like a fireworks pinwheel.

6) Feather River shays deep in the Sierra Wilderness.

7) A MacMillan-Bloedel 2-6-2 at work.

8) Southwest Logging Industries 2-6-6-2s in Arizona.

9) Plenty of the Rayonier tank mallets.

10) The McCloud River Railroad from McCloud to Hambone in the 10 ft. drifts of February.

28 mins. $29.95

THE WORLD FAMOUS 2 FOOT GAUGE RAILROADS OF MAINE

SRRL 2 FOOT GAUGE IN MAINE

An incredible record of the legendary Sandy River & Rangeley Lakes and the Bridgton and Harrison Railroads shot in the 1930s. Passenger and freight trains in Winter and Summer the entire length of each line. Rides on board and in the cabs of the steam engines and the galloping geese. Dozens of run-bys both winter and summer. B&W

30 mins. $39.95

BOTH TAPES $59.95

Write for free 4 color "Coffee Table" catalogue

For Mastercard or Visa and COD orders call now toll free 24 hours 800-334-0854 Operator 423

Mass Res. add 5% Sales Tax. Add $3.00 for postage, normally UPS. Add $6 for shipments to Alaska, Hawaii, Canada and Carribean.

NOW AVAILABLE IN PAL AND SECAM

SUNDAY RIVER PRODUCTIONS

P.O. Box 565, Concord, Massachusetts 01742

WIN A DREAM VACATION FOR 2

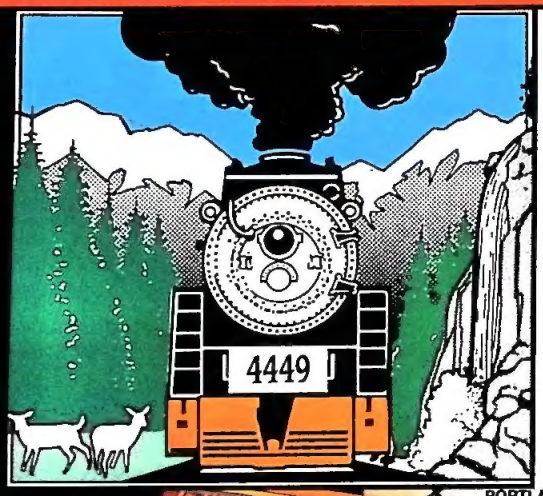
DASH FOR THE DAYLIGHT GIVEAWAY

GRAND PRIZE INCLUDES

A fabulous 3-day trip for two aboard the Daylight Steam Train July 18, 19 & 20th. One way from Portland, Oregon to San Jose, California. Grand prize includes round trip air fare on American Airlines, overnight accommodations, dinner with the train crew and $500 spending cash. Limit one entry per person.

For contest rules, send S.A.S.E. to Skyfire 1775 Kuenzli Lane Reno, NV 89502. Contest closes midnight June 30, 1992. No purchase necessary.

PURCHASE THE DAYLIGHT AND YOU'RE AUTOMATICALLY ENTERED TO WIN!



SP AUTHORIZED

ONLY ONE VIDEO PRODUCTION OF THE DAYLIGHT IN 1991

THIS IS IT!

TAKE A SENTIMENTAL JOURNEY ON THE DAYLIGHT EXPRESS

PORTLAND OREGON

SACRAMENTO CALIFORNIA

THE BEST RAILROAD STORY EVER TOLD ON VIDEO!
Daylight
EXPRESS
High-speed, big power excitement direct from the Western Frontier on America's most beautiful steam engi
NEW VIDEO!
NOT SOLD IN STORES

Never have so many broadcast cameras been specially mounted on a steam engine! If you're tired of watching videos that only show track-side passes, then get set for rock-solid adventure! This stereo sound-track will rattle your rafters with pure digital power! Details so precise, you'll see the engineer call off signals as you ride in the cab. Down low, miniature cameras on the front of the engine deliver the sensation of 70 MPH track-speed. Up high, topside cameras forge across steel river trestles through Oregon's snow-covered Cascades. On the ground, remote crews flown in by helicopter shoot new sections of track you've never seen before! You'll ride the 4449 where other videos just can't go. Behind the scenes, you'll service the engine and share wild stories side-by-side with the crew. **DAYLIGHT EXPRESS** is a video masterpiece of big steam excitement. Totally new - completely different. A benchmark in railroad videos. You'll be amazed!

$39.95 **100 MIN.**

NOW AVAILABLE ON LASER DISC CALL FOR DETAILS

GET A 2ND GREAT RAILROAD VIDEO:

Discover two famous steam trains of the Old West. The Nevada Northern and the Virginia & Truckee with special V. & T. film segment shot in 1938. Steam, stereo, full-color adventure story.

GHOST TRAIN

$29.95 73 MIN.

ORDER BOTH TAPES AND SAVE $10

SAVE EVEN MORE

Purchase both the Daylight and Ghost Train, get an additional 50% DISCOUNT off any third tape listed below with asterisk (*)

May not be combined with any other Skyfire discount. Offer expires 8/31/92.

SAME DAY
1ST CLASS SHIPPING ON ALL PHONE ORDERS

ORDER NOW!

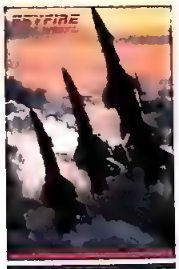
Send To: Skyfire®
1775 Kuenzli Ln.
Reno, NV 89502
1-800-852-2330

REMEMBER

BUY THE DAYLIGHT TAPE & YOU'LL BE AUTOMATICALLY ENTERED IN

DASH FOR THE DAYLIGHT GIVEAWAY!

HARD ROAD TO HAMILTON
An exciting story of Unlimited Air Racing, action aerobatics & WWII memorabilia at historic Hamilton AFB north of San Francisco.
74 Minutes **$29.95***



NAVY ANGELS
An exciting look at the Blues as they fly the hot F-18's. In the SKYFIRE tradition, a highly entertaining expose that takes you from Pearl Harbor to NAS El Centro and MCAS El Toro.
43 Minutes **$29.95***

HOOVER
The true life exploits of world famous test pilot Robert A. "Bob" Hoover. The stories, the airplanes, the legend with guest appearances by Chuck Yeagar and Cliff Robertson.
98 Min... **$29.95***

LEFTY GARDNER
From the plains of West Texas comes the remarkable story of CAF co-founder Lefty Gardner and his P-38. A daredevil spray pilot with aerobatic performances unsurpassed!
93 Min... **$29.95***

SKYFIRE®
Collector Series

Relive the greatest moments of the Reno Championship Air Races with this exclusive series beginning in 1984. On the ground and from the planes, you'll witness the hottest action from the hottest pilots as they race in this prestigious event. These videos will also take you behind the scenes and talk with the crews and pilots to get their strategies for winning.
90 Min..... **$29.95***

SKYFIRE '90

Follow world speed record holder Rare Bear, Tsunami and Strega crews as they take off the gloves and go for the gold. All-out air racing and pilot strategy direct from the pits. Spectacular inflight & air-to-air footage. Eighth tape in the Collector Series.
105 Min. ... **$39.95***

UNCONDITIONAL MONEY-BACK GUARANTEE OF SATISFACTION
With proof of purchase, I may return any Skyfire tape purchased directly from Skyfire within one year of purchase and receive an immediate refund equal to amount I paid Skyfire for the tape.

I'm Ordering:

DAYLIGHT EXPRESS	$39.95	
GHOST TRAIN	$29.95	
2 TAPE SPECIAL	~~$59.90~~	
SAVE $10		

*Buy two, get third tape for ½ price.

Hard Road to Hamilton*		
Navy's Angels*		
Hoover*		
Lefty Gardner*		
SKYFIRE® Original*		
SKYFIRE® '85*		
SKYFIRE® '86*		
SKYFIRE® '87*		
SKYFIRE® '88*		
SKYFIRE® '89*		
SKYFIRE® '90	$39.95	
SKYFIRE® '91	$39.95	
SKYFURY	$29.95	
RENO	$19.95	
TAHOE	$19.95	
TSUNAMI-last flight	$39.95	
	Sub Total	
Shipping		$ 5.00
3 or more tapes FREE SHIPPING IN USA		
OVERSEAS SHIPPING		$15.00
NV Residents 7% Tax		
	TOTAL	

☐ CHECK ☐ M.O. ☐ AMEX
☐ MC ☐ VISA ☐ DISCOVER

☐ VHS ☐ PAL $10 additional charge per tape.

Acct. #_____ Exp. _____

Name _____

Address _____

City_____ St.____ Zip____

Phone # (___) _____

NEW Low Prices!

FOR IMMEDIATE DELIVERY, CALL TOLL FREE:
1 (800) 852-2330

SKYFIRE® 1775 KUENZLI LN, RENO, NEVADA 89502

★ A NEW VIDEO RELEASE! ★
LTV STEEL ORE LINES
LTV Steel Mining Company RR
(formerly Erie Mining Company RR)
F9S • ALCOS • BALDWINS
LOCATED ON MINNESOTA'S FAMOUS IRON RANGE
MAINLINE ORE TRAINS • SHIPS • ORE DOCKS
YARDS • ALCO MINE TRAINS • TACONITE PLANT

1½ Hours • VHS • Color
Live Audio • Narration
$33.95 Plus $3.00 Shipping
WI residents add 5% sales tax

ALSO AVAILABLE.....

MISSABE RAILS
A system-wide look at the
Duluth Missabe & Iron Range RR
ORE TRAINS • FREIGHTS • YARDS • PASSENGER
MINES & PLANT • ALL-RAIL • ORE DOCKS • SHIPS

2 Hours • VHS • Color
Live Audio • Narration
$44.95 Plus $3.00 Shipping
WI residents add 5% sales tax

★ COMING SOON ★
"Taconite Trains Of Minnesota"
The Iron Ore Operation of the: BN
DM & IR - LTV Steel - Cyprus North Shore

Send Payment To: Check/M.O./Cr.Card#,Exp.
PLETS EXPRESS
P.O. BOX 217 • ALTOONA, WI 54720

Timetable

Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg. April issue available during all of March).

RAILFAN EVENTS

SAVANNAH, GEORGIA, April 3-5. NRHS Spring National Directors Meeting at Desoto Hilton, 15 East Liberty Street. Tour of CSX signal shop and pre-civil war CofG roundhouse, plus banquet and meeting. Contact: Jim Phillips, 303 Windsor Road, Savannah, GA 31419.

HIGH IRON TRAVEL / YANKEE CLIPPER TOURS, P.O. Box 100, West Lynn, MA 01905 (617/581-0411), is sponsoring the following private car excursions.

April 4-5, Columbus-Bainbridge, Georgia, on Georgia SouthWestern with side trips to Smithville and White Oak, Alabama, $395.

April 11, Albany-Thomasville, Georgia, on Georgia Northern with side trip to Sylvester, $195.

June 27-July 5, "Explorers VI" marathon journey Minneapolis-Spokane on Soo Line, CP Rail and UP with side trip to Golden and Banff. Rare freight-only mileage in Rocky Mountain scenery including Crowsnest Pass and the breathtaking Spokane International route down the Idaho panhandle, $3550.

ALLAIRE, NEW JERSEY, April 11-12. Pine Creek Railroad Easter Express will run behind diesel power with Easter Bunny on board, noon-3:30pm. Train fare $1.50. Located in Allaire State Park, GSP Exit 98, I-195 Exit 31, P.O. Box 622, Allaire, NJ 07727-0622. For information phone: 908/938-5524.

WHIPPANY, NEW JERSEY, April 11, 12 and 18. Easter Bunny Express at the Whippany Railway Museum departs 1, 2, 3 and 4pm for short ride on Morristown & Erie trackage. Adults $5, under 12 $2.50, lap babies free. Contact: Whippany Railway Museum, P.O. Box 16, Whippany, NJ 07981-0016; 201/887-8177.

LET'S TRAVEL TOURS, P.O. Box 2768, Riverside, CA 92516-2768 (714/787-8350), is sponsoring the following excursions:

April 14-21 and April 28-May 5, "Arizona Choo Choo" visits two short lines, the steam-powered Grand Canyon Railway and the new Arizona Central, as well as scenic attractions including boat ride on Lake Mead and tour of Hoover Dam. Amtrak out of L.A. Fares from $790 per person.

May 14-17, "Cruise Weekend" aboard America's last unaltered steam-powered Liberty Ship with five-hour cruise on San Francisco Bay. Amtrak from L.A. $495 per person.

July 12-21, "Miles of Memories" includes Amtrak's *Coast Starlight*, private coach behind freight on SP branch in Oregon, Mt. Hood Railway, bus and boat cruises along Columbia River and 4449 to San Jose From $1495.

July 25-31, "Pacific Limited" behind UP 3985 San Jose-Salt Lake City via Altamont Pass and Feather River Canyon. Four overnight stops en route. Write for fares.

HELENA, MONTANA, April 25. Free railroad slide and video show at Montana Power Shop Complex, North Main Street, at 7pm (in conjunction with April 26 Helena Railroad Fair listed under "Railroadiana Meets"). Contact: Gene Koch, The Photo Centre, 1116 Helena Avenue, Helena, MT 59601; 406/449-8144.

SAN FRANCISCO, CALIFORNIA, April 25-26. Streetcar Centennial with a parade of historic trolleys. Extensive service will be operated with historic cars on Market Street during the weekend. Additional historic car operation for the general public on Memorial Day, Fourth of July and Labor Day. For information phone: 415/552-3055.

FOX LAKE, ILLINOIS, April 26. Wisconsin & Calumet round trip excursion behind F-units to Janesville, Wisconsin, with photo runbys. Depart 10:15am. Coach fares $69 for one, $125 for two, $170 for three, $215 for four. First class lounge car $169, open platform business car $300 (both include brunch). Fares are fully-deductible donations. Order from: George Krambles Transit Scholarship Fund, Box 3187, Oak Park, IL 60603.

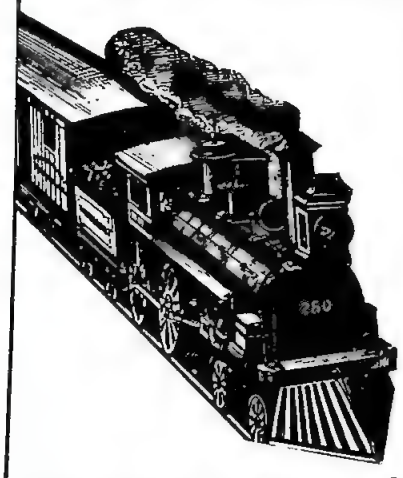
CHATTANOOGA, TENNESSEE, and ATLANTA, GEORGIA, May 1-3. Steam photography weekend kicks off with a night photo session on Friday at Tennessee Valley Railroad Museum in Chattanooga. Saturday: Chartered freight at TVRM with 2-8-0 610 making eight photo runbys. Sunday: Photographer's special out of Atlanta on New Georgia Railroad with A&WP 4-6-2 290 and 1950s consist making ten photo runbys. Tickets $60 for 610 trip, $195 for 290 trip, $245 for both trips. Contact: Steam Specials, P.O. Box 43054, Birmingham, AL 35243.

CASS, WEST VIRGINIA, May 1-3. Inaugural Weekend for the new connection to Old Spruce. Friday evening program and twilight run to Whittaker. Saturday inaugural run over the new

ALL ABOARD!

"A masterful overview by the dean of American railroad historians, written with characteristic wit, wisdom, and grace."
—Maury Klein, author of *Union Pacific*

"A superb analysis, strongly written. This is a major contribution to the story of American railroads."
—William L. Withuhn, Curator of Transportation, Smithsonian Institution



From Erastus Corning and the Mohawk & Hudson Railroad to Conrail and Amtrak, here is the complete history of America on rails.

ALBRO MARTIN
RAILROADS TRIUMPHANT
The Growth, Rejection, and Rebirth of a Vital American Force
At bookstores everywhere or call 1-800-451-7556 (M-F, 9-5 EST)
OXFORD UNIVERSITY PRESS

THE RAILWAY & LOCOMOTIVE HISTORICAL SOCIETY, INC. 1921

EXPLORE YESTERDAY'S RAILROADING through the R&LHS

Since 1921 the Railway & Locomotive Historical Society has led the way in rail *history*. Our members read, research, relive railroad history of all eras; they benefit from two issues of our journal RAILROAD HISTORY yearly (almost 300 pages), newsletter, research aids, annual meeting. Chapters too! Send for folder, or $18 dues to R&LHS, Box 1418C, Westford MA 01886.

PLANNING A 1992 CALIFORNIA RAILFANNING VACATION?

Photo Line Tours is offering two great one week California railfan tours from April through October. See UP action in the Feather River Canyon and the SP on Donner Pass, or see the SP and Santa Fe in the San Joaquin Valley and on Tehachapi (not just the loop). Or, do both. Also planned is two weeks of Bay Area railfanning fun during the NRHS convention in San Jose.

The tours are guided by an expert on train operations and the best photo locations, meaning maximum trains with best photo conditions.

Don't be left out. Sign up now. Tours limited to 8 people. Write or call for a free brochure / schedule.

Photo Line Tours
975 Greenhurst Way
Sacramento, CA 95831
916-391-7974

connection with dedication ceremonies and photo runbys. Sunday run to Bald Knob on rebuilt track with numerous photo runbys. Weekend pass $65. Contact: 1-800/CALLWVA and ask for the Cass Scenic Railroad

COUNCIL BLUFFS, IOWA, May 1-3. Katy Railroad Historical Society Spring 1992 meeting at Best Western Crossroads of the Bluffs Hotel. Railfan activities, models and Saturday evening banquet. Contact: Chris Cruz, 2716 S.W Moundview Drive, Topeka, KS 66614; 913/272-8296.

DOVER, NEW JERSEY, May 2. Rail Tour of NJ Transit's Morris & Essex electrified lines featuring new ALP-44 motive power. Depart 8:45 a.m., return 5pm, additional boarding available en route. Travel on the Morristown Line (Dover-Hoboken) and the Gladstone Line (Summit-Gladstone). Lunch break at South Orange and snacks and beverages onboard. Fare $27.50. When ordering tickets, indicate boarding point of Dover, Morristown, Chatham, Summit or Hoboken. Contact. Tri-State Railway Historical Society, Trip Committee, P.O. Box 1217, Morristown, NJ 07962-1217. Credit card orders and additional information: 201/488-5429.

OWEGO, NEW YORK, May 4. Railfan Day on Tioga Central featuring 1960s branch line passenger and freight trains with Lehigh Valley painted Alcos and caboose. Many photo stops and double runbys with both trains. Night photo session being planned. Train fare $22, night photo session $10, admission to both events $30. Send large SASE to: Southern Tier Division RRE c/o Tioga Central Railfan Day, P.O. Box 311, Binghamton, NY 13902-0311. Make checks payable to Southern Tier Division RRE.

ROMNEY, WEST VIRGINIA, May 16. Full-day round trip excursion to Petersburg aboard "The Potomac Eagle" on South Branch Valley Railroad with photo runbys. Coach $35, club car $49. Contact: Potomac Eagle, P.O. Box 657, Romney, WV 26757; 304/422-6069 or 304/822-7464.

DANBURY, CONNECTICUT, May 16. Farewell (?) to the Maybrook Line circle trip Danbury-Beacon-Mott Haven-Stamford-Norwalk-Danbury featuring New Haven FL9s with photo stops on the Hudson Line. Depart 10:15am, return 4:30pm. Convenient connections from New York available. Adults $45, 12 and under $25, 10% discount for seniors or groups. For tickets or information send SASE to: West Connecticut Chapter NRHS, c/o John Flower, P.O. Box 1042, New Canaan, CT 06840.

NIAGARA FALLS, NEW YORK, May 23-25. Luxury journey from New York behind Amtrak on open platform observation car *Blue Ridge*. Delicious dining onboard in both directions, with overnight stay at the Radisson Hotel in Niagara Falls. Additional boarding en route. Space is limited. $699 per person, double occupancy. Contact: Classic Rail Cars, 2612 Dewitt Avenue, Alexandria, VA 22301; 703/519-5230.

CHESTER, MASSACHUSETTS, May 30. Day-long tour of former Boston & Albany facilities including 1840 station, roundhouse, coaling station, keystone arch bridges, remnants of granite hauler Chester & Becket, plus models, displays, music, food and Conrail and Amtrak action at the foot of Washington Hill. Free admission. For information send SASE to: David Pierce, H.C. 63, Box 44, Huntington, MA 01050.

NEW YORK CROSS HARBOR RAILFAN DAY, May 30. Tour Brooklyn and New Jersey facilities. Bus connection from New York Penn Station. Night photo session. For complete information send SASE to: Bernard Ente, NYCHRR, P.O. Box 568, Maspeth, NY 11378-0568.

TORONTO, ONTARIO, June 5-7. Railway Station Historical Society Annual Convention hosted by *Canadian Station News*. Non-members welcome. Friday night: station slide/photo sale and swap. Saturday and Sunday: tours of stations, banquet Saturday night with theme speaker. For details send SASE to: Convention '92, *Canadian Station News*, P.O. Box 171, Cobourg, Ontario K9A 4K5.

WISCONSIN DELLS, WISCONSIN, June 6-7. Railfan Weekend at the 15-inch gauge live steam Riverside & Great Northern Railway, Stand Rock Road, 10am-5pm. All operable equipment will run, with photo runbys. Single trip $3.50, all-day ride pass $10. Contact: R&GN Preservation Society, Bill Koster, P.O. Box 842, Wisconsin Dells, WI 53965; 608/254-6367

DILLSBORO, NORTH CAROLINA, June 6-7. Two-day steam excursion on Great Smoky Mountains Railway featuring 2-8-0 1702, open-window cars and caboose on the ex-Southern Railway Murphy Branch, highlighted by 4.2% Red Marble Gap Grade. Train Dillsboro-Murphy with bus return Saturday; bus Dillsboro-Murphy with train return Sunday. One day $75, both days $140 (does *not* include overnight accommodations at Murphy). Contact: NCTHC, P.O. Box 44, Spencer, NC 28159; 704/636-2889.

CHICAGO, ILLINOIS, June 7. Railroad Club of Chicago excursion to LaPorte County Historical Steam Society in Hesston, Indiana, using scheduled South Shore Line trains Chicago-Michigan City and chartered bus Michigan City-Hesston. Departs Randolph Street 10am, returns 7pm. Fare $30, under 12 $15, includes rail and bus transportation and two rides at museum. Contact: RRCofC, P.O. Box 8292, Chicago, IL 60680; 708/251-2262.

LOWELL, MASSACHUSETTS, June 12-14. Boston Chapter NRHS "Boston Trolley Meet" at Sheraton Inn, 50 Warren Street, 7pm-11pm Friday, 9am-5pm Saturday. Special trip to Seashore Trolley Museum Sunday. Show admission $6, separate fee for

STEAM IN THE WEST

TICKET TO SILVERTON By Crist, Grenard & Krause, is a vintage black & white pictorial of the Denver & Rio Grande Western and Rio Grande Southern narrow gauge lines. Included are Geese, cartoons, maps, Hollywood's use in the 40's and 50's, color covers and more. 48pp, softcover, **A1239** **$9.95**

THE OVERLAND ROUTE: UNION PACIFIC By Krause & Grenard, shows the giant steam power and long trains that were the trademark of this American carrier. See the steam powered City of St. Louis with gray No. 801 4-8-4 on the head end and double-headed freights in a spectacular climb up Sherman Hill. Thrill to the sight of massive 4-12-2 and 2-10-2 types with full tonnage loads, 2-8-8-0 and 4-6-6-4 Challenger types, first generation diesels from Electro-Motive, Fairbanks Morse and Alco, along with veranda turbines. **C60** **$12.95**

COLORADO MEMORIES OF THE NARROW GAUGE CIRCLE By Krause & Grenard, is crammed with equipment photos for railfans and modelers alike. Here is historic photo coverage of Colorado's narrow gauge circle from 1935 to 1960. Ride again through such famous towns as Salida and Alamosa, Durango and Montrose, Farmington, Ouray, Silverton and the Monarch Pass. Discover what it was like to ride the San Juan and the famous Galloping Goose in all their glory. **C59** **$15.95**

$10. minimum on VISA/MC/AMEX/OPTIMA Postage & Handling US $2. per book; Outside US add 20% for insured shipping. NJ residents add 7% sales tax. Canadians add 7% G.S.T. Please allow 4-6 weeks for delivery.

CARSTENS Publications, Inc.
Carstens Books, Dept. 4806
P.O. Box 700, Newton, NJ 07860

RAIL VIDEOS DIESELS

SUPERBLY PHOTOGRAPHED AND EDITED, BROADCAST-QUALITY SINCE 1979

FLORIDA DIESELS Pt. I
Seaboard System, Auto Train and Amtrak plus SAL, ACL, IC, RF&P and PRR Named Trains in Fla.
60 min: $49.
both for $80.

FLORIDA DIESELS Pt. II
Fla. East Coast including the red, yellow and silver units, plus some Southern and Fla. short lines
60 min: $49.

DIESELS ROAR ON THE FORMER PENNSY
Conrail at Horseshoe Curve, Gallitizin, Tunnel Hill, Rockville, Enola Yard, MG Tower and more
60 min: $49.

CSX DIESELS Then and Now
Passenger and Freights on the CSX, C&O, B&O, SAL, ACL, SCL, L&N, AW&P, Ga.RR and more
62 min: $49.

CALIFORNIA DIESELS
SP, Santa Fe, UP and Amtrack action at Feather River, Tehachapi, Soledad and more
46 min: $49.

DIESELS on the SOUTHERN TIER
1st and 2nd generation Erie-Lackawanna plus Conrail, NYS&W, D&H
62 min: $49.

DELAWARE & HUDSON '89 Parts I and II
Great D&H action prior to the CP
60 min. ea: $49. ea. - both for $80.

NS DIESELS The SOUTHERN Vols. 1 and 2
'89 action on the Georgia, Ala. and Eastern Divisions plus the "Rat Hole", French Broad River and more
60 min. ea: $49. *both for* $80.

GUILFORD DIESELS on the D&H
Guilford on the D&H just prior to the Chapter 11, plus Blue and Silver Alco PA's in action
61 min: $49.

N&W+SOU = NS DIESELS 62 min: $49.
1st gen. units of the N&W and Southern and predecessor Roads plus late 80's action at Saluda and more

POSTAGE FREE IN USA
$3.50 ea. to CANADA (N.T.S.C. only)

30 other titles available. Mail $1.00 for latest catalog, which includes $5.00 discount certificate off next order

VISA AND MasterCard

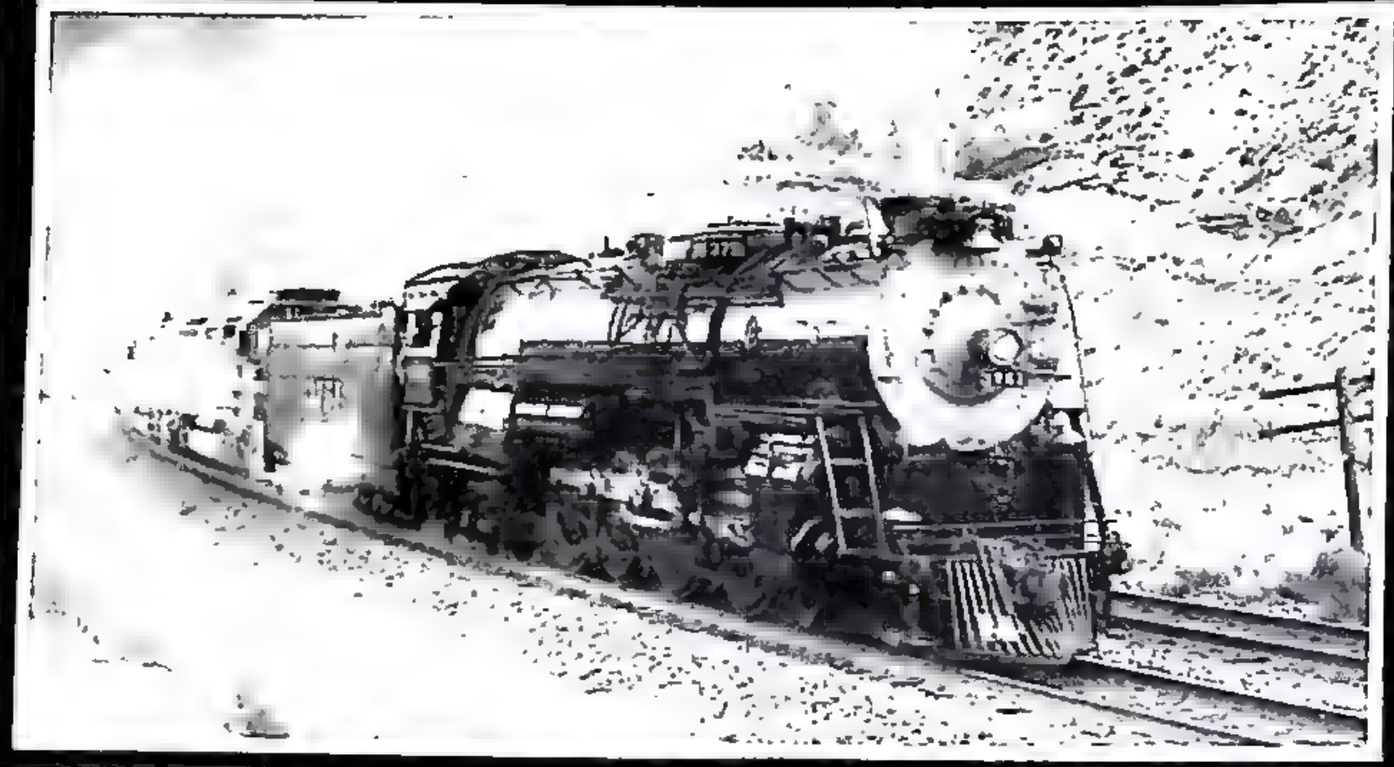
JMJ PRODUCTIONS — SEND CHECK OR MONEY ORDER TO — VHS or VHS-HQ

ORDERS PHONE, TOLL-FREE

P.O. BOX 4449, HOLLYWOOD, FLA. 33083 **1-800-225-8203**

NEW RELEASE!
ORDER TOLL FREE!

SANTA FE 4-8-4
3751
The California Limited



90 MINUTES OF UNRELENTING MAIN LINE STEAM ACTION!

★ Complete Coverage of Inaugural 4-Day Excursion Includes Spectacular Trackside Sequences, High-Speed Pacing, Full-Throttle Startups, Even Night Action!

★ NINE Camera Crews, Over 100 Camera Locations! Cajon Pass! Tehachapi Loop! Mission Tower!

★ Stunning Full-Color Broadcast Video, Stereo Soundtrack!

★ Produced by Marc S. Balkin, Narrated by Jim Boyd

90 MINUTES - $27.95 - SHIPPING INCLUDED!

CALL THE 3751 HOTLINE TODAY!
1-800-66-MARK 1
10 AM to 10 PM EASTERN - 7 DAYS

Payment via VISA, MasterCard, Check, or Money Order. N.J. residents please add 7% sales tax. Canada - add $2. postage.

MARK I VIDEO
P.O. BOX 404, NEW MILFORD, NJ 07646 (201)261-8444

Sunday trip. Contact: George Turnbull, Boston Chapter NRHS, Box 252, Newtown Station, Boston, MA 02258.

CHAMA, NEW MEXICO, June 13. 4th Annual Moonlight Charter Train on Cumbres & Toltec. Depart mid-afternoon, return under moonlight. Meet and photo runbys en route, steak dinner at new Osier dining facility. Portion of $55 ticket price is tax-deductible. Contact: Friends of the C&TS, 7801 Acadamy NE, Building 2, Suite 102, Albuquerque, NM 87109; 505/822-8200.

SHOSHONE, IDAHO, June 19-21. Iron Horse Round Up featuring restored equipment, memorabilia, model railroads, antiques, Native American artifacts, vintage farm and horse equipment, Western music, cowboy poetry, food and more. Contact: The Iron Horse Round Up, 850 West 620 North, Shoshone, ID 83352; 208/886-2324 or 208/886-2058 in Idaho, 800/255-8946 outside Idaho.

COUNCIL BLUFFS, IOWA, June 19-21. Milwaukee Road Historical Society Association 1992 Annual Convention at Best Western Frontier Motor Lodge, 2216 27th Avenue. Friday night program with Camerail group of Omaha plus programs, memorabilia sales and more. Non-members welcome. Contact: Leo Dorn, 5711 Modernaire Street, Madison, WI 53711; 608/271-0350.

SOUTH CARVER, MASSACHUSETTS, June 20-21. Edaville Railroad 23rd Annual Railfan Weekend & Collectors Flea Market, 10am-5:30pm. Admission, train ride and all attractions: adults $12.50, children $7.50, under 3 free. Contact: Edaville Railroad, P.O. Box 7, South Carver, MA 02366; 508/866-4526.

CHICAGO, ILLINOIS, June 28. Central Electric Railfans Association trip over Howard, Englewood, Jackson Park, Evanston and Ravenswood lines of the "L" commemorating a century of rapid transit service. Anticipated equipment should be PCC flat-door 6000s. Depart Howard Street 9am, Quincy/Wells Outer Loop Platform 10:05am, return to Howard Street 3:30pm. Numerous photo stops and runbys en route. Mid-trip lunch stop (on individual settlement) in Loop. Adults $25, under 12 $15. Limited seating. Contact: CERA, P.O. Box 503, Chicago, IL 60690; 708/251-2262.

STEAM TRIPS TO AND FROM SAN JOSE for the NRHS 1992 National Convention (see listing below) will be powered by SP *Daylight* 4-8-4 4449 out of Portland, Oregon, and UP 4-6-6-4 3985 out of Cheyenne, Wyoming. The following schedules are *tentative* and subject to change. Groups sponsoring each trip segment are identified in parenthesis; addresses for each group are given below. Contact the appropriate sponsoring group(s) for details on segments you wish to ride.

SP 4449: July 18 Portland-Klamath Falls; July 19 Klamath Falls-Sacramento; July 20 Sacramento-San Jose; July 21-26 convention; July 27 San Jose-Sacramento; July 28 Sacramento-Klamath Falls; July 29 Klamath Falls-Portland. Send an SASE to: Friends of the 4449, P.O. Box 42486, Portland, OR 97424.

UP 3985: July 11 Cheyenne-Rock Springs (UPHTS); July 12 Rock Springs-Salt Lake City (PROM); July 13 layover SLC; July 14 Salt Lake City-Elko (PROM); July 15 Elko-Winnemucca (PROM/FRRS/CC); July 16 Winnemucca-Portola (FRRS/CC); July 17 layover at Portola; July 18 Portola-Sacramento (FRRS/CC); July 19 Sacramento-San Jose (CC); July 20-26 convention; July 26 San Jose-Sacramento (CC); July 27 Sacramento-Portola (FRRS/CC); July 28 Portola-Winnemucca (FRRS/CC); July 29 Winnemucca-Elko (PROM/FRRS/CC); July 30 Elko-Salt Lake City (PROM); July 31-August 1 layover SLC; August 2 SLC-Rock Springs (PROM); August 3 Rock Springs-Cheyenne (UPHTS). The sponsoring groups for 3985 trips are: (UPHTS) Union Pacific Historical & Technical Society, Union Pacific Railroad, Room 114, 1416 Dodge Street, Omaha, NE 68179; (PROM) Promontory Chapter NRHS, 1965 Lindsay Drive, Salt Lake City, UT 84119; (FRRS) Feather River Rail Society, Box 608, Portola, CA 96122; (CC) Central Coast Chapter NRHS, P.O. Box 36301, San Jose, CA 95158-6301.

SAN JOSE, CALIFORNIA, July 22-26. Central Coast Chapter NRHS will host NRHS 1992 National Convention. Attendees can travel to/from San Jose aboard trains powered by UP 4-6-6-4 3985 out of Cheyenne or SP 4-8-4 4449 out of Portland (see listing above for details). The following is a preliminary schedule of convention rail operations. Photo stops are planned for all trips. For details contact: Central Coast Chapter NRHS, P.O. Box 36301, San Jose, CA 95158-6301.

Wednesday, July 22, 3985 San Jose-Stockton round trip via Altamont Pass.

Thursday, July 23, SP 4-6-2 2472 San Jose-San Francisco round trip, with optional tour of Muni and vintage trolleys.

Friday, July 24, No trips, engines on display at San Jose, possible night photo session.

Saturday, July 25, 4449 San Jose-Sacramento round trip via Martinez, optional visit to railroad museum or ride on light rail system.

Sunday, July 26, 4449 San Jose-Watsonville Junction round trip.

CONTINUING OPERATIONS

R&R TIMETABLE is limited by space to listing special events, main line excursions and operations of special interest (noteworthy motive power, off-season schedules, etc.). For a full listing of the regularly scheduled tourist railroads and operating museums in the U.S. and Canada, we recommend the ***Steam Passenger Service Directory***, published by *Locomotive & Railway Preservation*, P.O. Box 599, Richmond, VT 05477 (802/434-2351) and available for $9.95 plus $1.75 shipping & handling ($2.50 shipping & handling Canada and overseas; Vermont res. add 4% tax). This excellent directory, updated every year, lists days of operation, train schedules and equipment as well as giving addresses and phone numbers of nearly 300 rail attractions.

Ron's Books

P.O. BOX 714, HARRISON, NY 10528
(914) 967-7541 7 PM TO 10 PM EST

YOUR ONE STOP BOOK AND VIDEO SHOP

Discount Prices & never a shipping charge within the U.S.

Algoma Central 27.00
American Shortlines Railway Guide 17.00
30 Years Over Donner ..... H/C 27.00 S/C 18.00
All Aboard Amtrak (Color) 45.00
Alliance & Everywhere West 23.25
All Lines North of Raleigh 31.50
Along the East Broad Top (Heimburger) .. 36.00
American Narrow Gauge RRs (Hilton) 54.00
Articulated Locomotives of No. America,
Vol. 1 ..... 49.50 Vol. 2 ..... 35.00
Beaumont Hill (SP–Signor) 44.00
Beauty of Railroad Bridges 40.50
Blue Diesels & Black Diamonds 27.00
Blue Streak Merchandise 36.00
Boston & Maine (color–Jones) 72.00
Boston & Maine Photo Essay 43.75
Burlington Northern into the 90's 43.25
B&O Steam Finale, Vol 1 ..... 29.25 Vol 2 35.00
Cabins, Crummies & Hacks Vol 1 N&E ... 36.00
Cabins, Crummies & Hacks Vol 2 South . 27.00
Cajon (Walker) 45.00
Cajon Pictorial Album (Walker) 49.50
Canada Southern 31.50
Cape Cod Railroads (Farson) 36.00
Cash, Tokens & Transfers H/C 36.00 S/C 22.50
Century of SP Steam Loco. (Dunscomb) .. 45.00

FUTURE SHOWS - We would enjoy meeting you, so why not stop by and say hello. We will be at the following shows: • Timonium, MD Fairgrounds April 25 & 26 • White Plains, NY County Ctr May 17 • Jersey City, NJ May TBA •

Chicago & Northwestern Memories 35.00
CNW Freight Cars 27.00
Clinchfield County 34.25

COLORADO RAIL ANNUALS

#7 To Santa Fe by Narrow Gauge 5.50
#10 Narrow Gauge to Central & Silver Plume 27.00
#11 ..... 22.50
#12 South Park Line 22.50
#15 Idaho/Montana 22.50
#16 Shortline to Cripple Creek 27.00
#17 Rock Island in Color 32.50
#18 Railroading in the Rockies 36.00
#19 Coal, Cinders & Parlor Cars 36.00

Colorado Midland Railway (Abbott) 46.00
Coming of the NY & Harlem RR 40.00
Conrail Vol 1 or 2 ..... 36.00
Cripple Creek Road 27.00
D&H Freight, Pass. & Work Equip. 31.50
D&H Industry Sampler '31 Reprint 31.50
Detroit, Toledo & Ironton (Trostel) 40.50
Elec. Tract. on the PRR (Bezilla) 24.75
Elec. Trains to Reading Terminal 16.25
Enginehouses & Turntables (Canada) 31.50
Erie Lackawanna in Color Vol. I 40.50
Erie Railroad in Color (Sweetland) 40.50
Erie Railroad Story (Carleton) 35.00
Feather River Rt Vol.1 38.50 Vol.2 44.00
Golden Decades of Trains
(1950's) Color 40.50
Great North. Railway (PFM–Wood) 67.50
Great North. Railway (Hidy) 45.00
Green Bay & Western (Maller) 44.00
Hub of the Burlington Lines West 54.00
Hudson & Manhattan RR Revisited 27.00
Hudson River Day Line (Ringwald) 36.00
Illinois Terminal 48.50
Indiana Railroad 49.50
Jersey Central Diesels (Bernet) 43.25
Jersey Central Lines in Color 40.50
Jersey City Westbound (Henderson) 27.00
Katy Diesels to the Gulf 36.00
L&N in the Appalachians (Flanary) 38.75
Lackawanna RR in Color (Sweetland) 40.50
Lehigh Valley Vol 1 or 2 (Yanosey) 40.50
Logging RRs of So. Carolina 38.75
Logging RRs of the Salt Chuck
H/C ..... 41.25 S/C 33.25
Logging RRs Of Skagit County
H/C ..... 49.50 S/C 40.50
Logging by Rail 40.50
Los Angles & Salt Lake RR 49.50
Milwaukee Rd (Color-Hyde) 58.50

"WHATS NEW?"

Best of Mainline Modelers
Bridges Vol. 1 ..... 13.50
Freight Cars Vol. 1, 2, or 3 ..... 13.50
Passenger Cars 13.50
Burlington Northern 1980 to 1991 Annual 41.50
Canadian Sunset 49.50
Freight Car Pictorial (Wayner) 21.50
North Bank Road 22.50
PRR Color Guide to Frght & Pass Eqipt ... 40.50
Pennsy Steam Years Vol 1 ..... 40.50
Pere Marquette in 1945 ..... 11.75
Quanah Route 38.25
The Reading Story Vol. 2 ..... 58.50
Signitures in Steel 45.00
Southern Railway Depots 18.00
Story of North Central RR 35.50
The Steam Era of Lehigh Valley 27.00
Western Maryland Cabooses (sc) 27.00
Western Md. RR's in Diesel Era 39.50
Wheat lines & Super Freights 58.50

Mil. Rd Remembered (Scibbens) 36.00
More Classic Trains (Dubin) 77.50
N&W 1st Generation Diesels (Withers) ... 43.50
N&W 2nd Generation Diesels (Withers) .. 43.50
N&W Diesels Last Conquest 12.50
Narrow Gauge to No Man's Land 35.00
New England Rails (Sweetland) 40.50
NYC's Lightning Stripes 40.50
Next Stop Grand Central 22.50
Nickel Plate Years H/C (Hirsimaki) 33.25
North American Street Railways at
Mid-Century (A Color Survey) 26.50
NP Dining Car Line to the Pacific 18.00
Over and Back 45.00
PA4 Locomotives 27.00
Pennsy Diesel Years Vol.1,2,3,or4 ..... 40.50
Pennsy Elect. Years Vol.1 (Volkmer) 40.50
Pennsy Steam A to T (Carleton) 33.25
Pennsy Steam–A 2nd Look(Carleton) 34.25
Pittsburgh & West Virginia (Withers) 45.00
Pullman Std. Lib. Vol.5,7,8,9,or10 ..... 36.00
Railroad Night Scene (Cook) 40.00
Rails Across the Land 36.00
Rails Through the Orange Grove
Vol 1 ..... 29.00 Vol 2 ..... 31.50
Railway Steamships of Ontario 27.00
RRs That Lighted S. California 26.00
Rainbow of Traction ..... H/C 40.50 S/C 25.25
Reading Diesels Vol. 1 (Woodland) 49.50
Reading Railroad Vol. 1 (Holton) 51.25
Rio Grande Memories (Norwood) 36.00
Rio Grande Narrow Gauge (Norwood) 36.00
Rock Island Rails (Olstead) 29.75
Rolling Thunder 45.00
Route of the Phoebe Snow 22.50
Royal Blue Lines (Harwood) 36.00
Santa Fe Across the South West 31.50
Santa Fe Freight Cars 27.00
SP Transport. Co. in the 1990's 33.25
SP Bay Area Steam (Demoro) 33.75
Spirit of Railroading 35.50
Splendor Sailed the Sound (NH RR) 50.00
Texas & Pacific (Collias) 40.00
The A: N&W's Mercedes of Steam (King) 40.50
The RDC Story H/C (Crouse) 45.00
Those Amazing Cab Forwards (Harlan) 33.75
Tract. Extra #1 City Subway Newark 25.25
Tract. Yearbook '81,'82,'83,or '84 ..... 25.25
Traction Yearbook '85,'86,or '87 ..... 36.00
Turbines Westward ..... H/C 37.75 S/C 28.75
Union Pacific 1990 (Withers) 38.75
Union Pacific West (Sims) 43.50
Wabash (Heimburger) 35.00
Wabash In Color 40.50
West From Omaha 53.50
West End (B&O) 45.00
West of the Great Divide 40.50
Wrecks, Accidents & Collisions 31.50
Zephers Through the Rockies 36.00

RON'S VIDEOS – ALL VIDEOS ARE VHS ONLY!

PENTREX: Best of 1990 ..... 45.00
Rails to the Redwood Empire 54.00
Sacramento Northern 49.50
Sierra Pacific Lines 36.00
Washington Centennial Steam 45.00
HERRON: Glory Machines Vol 1 or 2 ..... 60.00
Vol 3 ..... 50.00, Vol 4 or 5 ..... 40.00
PRR Glory Vol. 1, 2, or 3 ..... 50.00
Pocahontas Glory Vol. 1,2,3, or 4 ..... 50.00
Singing Wire ..... Vol. 1 40.00 or Vol. 2 50.00
Reflections of the NY Central 1928 62 ..... 50.00
MAIN LINE MOTION PICTURES:
1218 Freight N&W "A" 40.50
Coal Train 22.50
611 Super Tape 40.50
Sacramento 40.50
INTERURBAN SPRING SALE:
Big Power 25.00
Clear Track Ahead 25.00
Danger Lights 25.00
Empire on Parade 34.00
Milepost 100 ..... 20.50
Narrow Rails Still 34.00
Westward Ho by Luxury Train 16.00
Mid-Continent Steam Story 25.00
Safe Switching 25.00
JMJ: California Diesels 44.00
C&O Steam Locos 35.00
Diesels Along the Mohawk & Hudson 44.00
Southern 4501 ..... 35.50
Steam Locos of the Southern 31.50
GREG SCHOLL VIDEO: UP Steam Vol 1 .... 40.50
UP Steam Vol 2 ..... 36.00
Garretts of Zimbabwe 27.00
Norfolk Southern Steam (Vol 1 or 2) 36.00
SUNDAY RIVER: Chicago, Aurora & Elgin 27.00
Gears in the Woods (logging) 27.00
North Shore Line 36.00
Boston & Maine Steam (Pt. 1 or 2) 36.00
GREEN FROG: SF Odyssey (2 tapes) 65.00
NYC Odyssey, 2 Tapes 72.00
UP Odyssey, 2 Tapes 72.00
SPRING RAIL SALE!!!
Railfans Guide to New England 34.00
Guildford on the B&M 34.00
Seashore - 50 Years 34.00
18 Wheels of Steel 34.00
Steam Shortline Southern Style 34.00

RON'S COLLECTOR'S CORNER

American Narrow Gauge (Krause) 50.00
Chicago's Rapid Transit (2 Vols, CERA) . 125.00
Cincinnatti & Lake Erie RR 75.00
Golden Rails (Kratille) 135.00
Story of the Pullman Car (Husband) 45.00
Sante Fe: The RR that Built an Empire (Marshall, Signed and Numbered) 75.00
Growth & Development of the PRRCo. 1846-1926 (Schotter) 100.00
Portrait of a Silver Lady 55.00
Colorado Midland (Cafky, Signed & Numbered) 225.00

Send $1.00 for 30 page list of new/out of print books and videos. All orders must be paid in U.S. funds. NY residents please add correct sales tax. Print your name, address and phone number. Credit card users add card number and expiration date. Allow 4 weeks for delivery. For delivery outside of USA please add $3.00 per book or tape. Make checks payable to Ron's Books. Only inquires which include a SASE will be answered. Prices subject to change.

WE BUY COLLECTIONS

THE TROLLEY TAPE

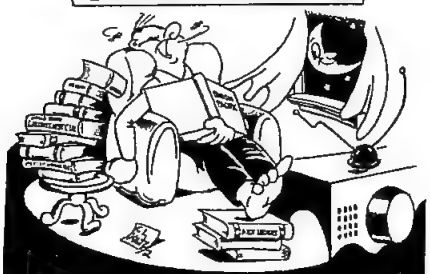
See single and double truck trolleys. Experience riding a 1922 New Orleans Perley Thomas Car. Also see a stepped 1924 observation car. Five trolley museums from New York to Colorado. Cars from Osgood Bradley, Brill, Thomas, Laconia, and others.

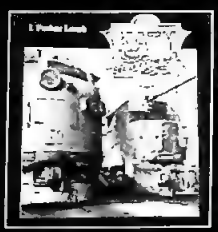
50 min.....$39.95
NY residents add 8.25% sales tax.
Add $3.00 for shipping.

HI-IRON RAILROAD VIDEOS
P.O. BOX 155. MASPETH. NY 11378

LATE NIGHT AT...

ANDOVER JUNCTION





Katy Diesels to the Gulf
By J. Parker Lamb

The Missouri-Kansas-Texas Railroad in its encore diesel years. Large (10¾" x 12") album-style format: high-gloss softcover, black & white, 108 pp. $39.95 POSTPAID.

A Guide to Chicago's Rapid Transit
By Richard Kunz

A route-by-route trip over the Chicago Transit Authority, with maps, text and photos. Includes brief history. Standard vertical format (8½" x 11"); high-gloss softcover, Color and black & white, 48 pages. $19.95 POSTPAID.

The Steam Era of Lehigh Valley
By Chuck Yungkurth

The Age of Steam (early diesels, too) on the LV. Album format (11⅛" x 9½"); glossy softcover, B&W, 112 pp. $29.95 POSTPAID

Colorado & Southern
A Personal Memory of the Standard Gauge
By Ross B. Grenard

Steam and early diesel on the C&S. Horiz. format (11" x 8½"); softcover, black & white, 64 pages. $13.95 POSTPAID.

At your dealer, or order direct from:

Andover Junction Publications
P.O. Box 1160
Andover, NJ 07821

New Jersey residents please add 7% sales tax

INTERNATIONAL TOURS

MAIN LINE MILEAGE MONTH-LONG MARATHONS during 1992 in Australia, New Zealand, Canada and the U.S. Multiple daily runs, sleepers and diners included, prices from $1992 to $3992. For details contact: Trackpackers T-Rail Tours, 803 Kanuga Drive, Palm Beach, FL 33401; 407/TEL-TRAK.

TEFS LIMITED, 189 Spring Beauty Drive, Lawrenceville, NJ 08648, is sponsoring the following tours:

Jordan & Syria, July 5-14, famous Hedjaz steam charters.

Indonesia, August 1-17, sugar and forestry steam plus optional third week in Sumatra.

North Korea and China, October 8-28, steam in both countries.

Israel, November, Jerusalem Centennary Celebration.

TRAINS UNLIMITED TOURS, P.O. Box 1997, Portola, CA 96122 (916/836-1745) is sponsoring the following tours:

Steam in the Andes '92, August 15-26, steam in Ecuador up the Alausi Loops and Devil's Nose switchbacks.

Best of South America '92, September 24-October 24, seven gauges, 27 lines, 33 shop visits, 4200 miles and plenty of photo runbys.

GW TRAVEL LIMITED, P.O. Box 170, Altrincham, Cheshire WA14 2BZ, ENGLAND, (061/928-9410) is sponsoring the following tour:

Champagne Express, August 21-24, London-Paris-Calais, steam throughout with luxury or no-frills options.

RAILROADIANA MEETS

GREENBERG's Great Train, Doll House & Toy Show will be held at the following locations 11am-5pm. Admission $5; under 12 free with adult. For further information contact: Greenberg Shows, Sykesville, MD 21784; 410/795-7447.

Wilmington, Massachusetts, April 4-5, Shriner's Auditorium.

Burke, Virginia, April 4-5, Lake Braddock High School.

LONDON, ONTARIO, April 4. Forest City Railway Society's 18th Annual Slide Trade & Sale Day at All Saints Church, Hamilton at Inkerman, 1-5pm. Admission $2. Dealers welcome. Contact: Ian Platt, R.R. 3, Ingersoll, Ontario N5C 3J6; 519/485-2817.

KINGSTON, ONTARIO, April 4-5. Kingston Division Canadian Railroad Historical Association Rail-O-Rama at Portsmouth Olympic Harbour, 11am-5pm both days. Adults $3, seniors $2, children $1. Contact: Bill Thomson, R.R. 3, Bath, Ontario K0H 1G0; 613/389-9392.

BATAVIA, NEW YORK, April 5. Genesee Society of Model Engineers 26th Train Meet at Sheraton Batavia, 8250 Park Road (NYS Thruway Exit 48), 9:30am-3pm. Adults $3, students $1. Breakfast and lunch available, door prizes. Close to Conrail's busy ex-NYC main line. Contact: Marty Phelps or Max Stell, 8030 Lewiston Road, Batavia, NY 14020; 716/343-9472.

MILAN, OHIO, April 5. Vietnam Veterans of America Chapter 322 4th Annual Train Show & Swap Meet at Ehove Career Center, 316 W. Mason Road, 10am-4pm. Admission $2, 12 and under free. Contact: Dave Ballard, 23 Pearl Street, Norwalk, OH 44857; 419/668-2064.

GLEN ELLYN, ILLINOIS, April 5. 11th Annual Chicagoland Railroadiana Show at College of Du Page Athletic Building, 22nd Street and Park Boulevard, 10am-3pm. China, timetables, keys, locks and more. Admission $3, under 12 free. For table information send LSASE to: Steve Mazanek, P.O. Box 31344, Chicago, IL 60631.

RICHFIELD, OHIO, April 10-12. International Watch Fob Association 28th Annual Spring Show at Richfield Coliseum Holiday Inn, 4742 Brecksville Road (Ohio Turnpike Exit 11). Watch fob displays, belt buckles, models, movies and more. Free admission. Contact: Albert Fleeger, 677 Bullcreek Road, Butler, PA 16001.

BENNINGTON, VERMONT, April 11. Gateway Promotions' Bennington Railroadiana & Model Railroad Meet at Catamount School on School Street. 10am-4pm. Admission $3, under age 6 free. Contact: Neil Korpi, 43 Hemlock Road, Milton, VT 05468; 802/893-4157.

MANTECA, CALIFORNIA, April 11-12. Tidewater Southern Railway Historical Society hosts Manteca's 2nd Annual Train Show & Swap Meet at Manteca Senior Center, 295 Cherry Lane, 10am-6pm Saturday, 10am-4pm Sunday. Railroad memorabilia and videos, operating layouts, model contest, door prizes and snack bar. Adults $2, seniors and children 6-15 $1. Contact: Benjamin Cantu, P.O. Box 1283, Manteca, CA 95336; 209/823-3002.

COLUMBUS, OHIO, April 12. Buckeye Railroadiana and Model Train Show & Sale at Ohio State Fairgrounds Lausche Building, 10am-4pm. Over 350 tables of railroad artifacts and train items for sale. Admission $4, under 12 free. Contact: Gordon Hartranft, 58 Creed Circle, Campbell, OH 44405; 216/755-1914.

LOCKPORT, NEW YORK, April 25-26. 6th Annual Railroad Showcase sponsored by Niagara Frontier Chapter NRHS and Niagara Orleans Model Railroad Engineers, 10am-5pm Saturday, 10am-4pm Sunday. Films, railroadiana, live steam and operating models. Contact: RRSC '92 c/o Bob Fogle, 26 Cherry Street, Lockport, NY 14094; 716/434-0213.

LIVINGSTON, MONTANA, April 25. Livingston Depot Center 2nd Livingston Railroad Swap Meet at Livingston Civic Center at Sacajawea Park 10am-4pm. Close to the diesel potpourri at the MRL shops and Livingston Rebuild Center. Admission $1, under 12 free, tables $15. Contact: Cynthia Moses Nesmith, Livingston Depot Center, Box 1319, Livingston, MT 59047; 406/222-2300.

HELENA, MONTANA, April 26. 12th Annual Helena Railroad Fair at Helena Civic Center 10am-4pm. 125 tables of memorabilia, model and tinplate items, plus operating layouts and other exhibits. MRL equipment on display at Helena depot. Admission $1, under 12 free, tables $15. Contact: Bob Solomon, 161 Fairway Drive, Helena, MT 59601; 406/442-6118.

TOLEDO (MAUMEE), OHIO, April 26. Friends of Toledo Model Railroaders 11th Spring Railroadiana & Model Railroad Show and Sale at Lucas County Recreation Center, 2901 Key Street, 11am-4pm. Over 375 tables. Adults $2.50, children $1. Contact: Steven Scanes, 101 Hargrave Road, Toledo, OH 43615; 419/535-6935 or 419/536-1232.

SAGINAW, MICHIGAN, April 26. Saginaw Valley Railroad Historical Society 11th Annual Train Show at Knights of Columbus Hall, 2280 Williamson Road, 10am-4pm. Adults $2, seniors and students $1, under 10 free, tables $12 in advance, $14 at the door. Contact: Richard Bauer, 721 Stephens, Saginaw, MI 48602; 517/799-9292.

PEORIA, ILLINOIS, April 26. Illinois Valley and River City Railroad Clubs Peoria Train Fair at Illinois Central College, Routes 116 and 24, 11am-3pm. Admission $2, under 13 free, tables $7 in advance. Contact: Rick Dolanc, 4028 W. Hilmont, Peoria, IL 61615; 309/692-0882.

BELLEFONTAINE, OHIO, May 2-3. Big Four Railfans, Model Railroad, Farm Toy and Hobby Show at Four H and Grange Buildings, Logan County Fairgrounds, 10am-5pm Saturday, 11am-4pm Sunday. Admission $1, under 12 free with adult. Contact: Big Four Railfans, P.O. Box 682, Bellefontaine, OH 43311; 513/593-1428.

LITTLE ROCK, ARKANSAS, May 2-3. Arkansas Railroad Club 12th Annual Railroad Antiques & Collectibles Show and Sale at State Fairgrounds Hall of Industry, 10am-5pm. Admission $2 ($3 for both days). Contact: Arkansas Railroad Club Show, Box 9151, North Little Rock, AR 72119-9151.

WINSLOW, NEW JERSEY, May 3. Winslow Junction Scale Train & Railroadiana Meet at Winslow Fire Hall, Hall and Hay Streets, 10am-3pm. Admission $3, family maximum $5. Contact: Bill Powell, 306 Broad Street, Williamstown, NJ 08094; 609/728-1327.

LIVONIA (DETROIT), MICHIGAN, May 9. Redford Model Railroad Club presents Trainorama Extra at Eddie Edgar Arena, 10am-4pm. Admission $2.50, under 12 free with adult. Contact: Steve Johnson, P.O. Box 1174, Dearborn, MI 48121; 313/581-0356.

ST. PAUL, MINNESOTA, May 9. Twin City Model Railroad Club Railroad & Hobby Sale at Minnesota State Fairgrounds Education Building, 9am-2pm. Admission $2, under 15 $1, family maximum $5, tables $15 in advance. Contact: Twin City Model Railroad Club, Box 26, Bandana Square, 1021 Bandana Boulevard East, St. Paul, MN 55108; 612/647-9628.

WINTER GARDEN, FLORIDA, May 9. Central Florida Chapter NRHS Railroadiana, Model & Toy Show and Sale at Tanner Auditorium, West Garden Avenue on Lake Apopka, 10am-3pm. Admission $2, under 12 free. For information or table reservations send SASE to: David Rhea, 906 Center Street, Ocoee, FL 407/656-8749.

ROANOKE, VIRGINIA, May 16. Virginia Museum of Transportation 2nd Annual Railfair at National Guard Armory on Reserve Avenue (Wonju exit off I-581), 10am-4pm. Railroadiana, rail art and model products. Donation at the door. For more information phone: 703/342-5670.

DENVER, COLORADO, May 17. Golden Spike Enterprises 2nd Annual Denver Railroad Memorabilia Show & Sale at Denver Merchandise Mart, 451 58th Avenue, Exit 215 off I-25, 10am-5pm. Early admission $15. Contact: GSE c/o Charles W. Miller, 3106 N. Rochester Street, Arlington, VA 22213; 703/536-2954.

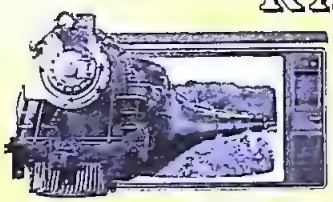
PHOENIX, ARIZONA, May 17. Sahuaro Central "Everything Railroad" Spring Swap Meet at BCI Bingo Hall, 1210 East Indian School Road, 9am-3pm. Admission $2.50, reserved tables $12, tables at the door $15. Contact: Harold Shelton, 2337 West Stella Lane, Phoenix, AZ 85015; 602/242-0751.

FORT WORTH, TEXAS, May 24. Lone Star Train Fair at Will Rogers Memorial Center, 10am-5pm. Over 250 tables of railroad artifacts and model items. Contact: Terry Adams, 4220 Shannon Drive, Fort Worth, TX 76116; 817/732-2117.

FRANKLIN SQUARE, NEW YORK, May 24 and June 28. R.R. Lines Train Meet at VFW Hall, 68 Lincoln Road, 9am-1pm. Adults $3, under 12 free with adult. Contact: Rae Romano, 237 Rintin Street, Franklin Square, NY 11010; 515/486-6658 or 516/775-4801.

LOWELL (BOSTON), MASSACHUSETTS, June 12-14. Boston Trolley Meet at Sheraton Inn Lowell. Dealer tables, operating layouts, movie and slide programs, banquet and entertainment. Sunday activities being planned. For details send SASE to: Boston Chapter NRHS, P.O. Box 252, New Town Station, Boston, MA 02258.

RAILROAD VIDEO



PRODUCTIONS

Dept. A
281 WILLOW DELL LANE
LEOLA, PA. 17540
(717) 656-8733

ORDERS ONLY: (800) 258-4546

VIDEOS SHOT FROM THE ENGINE CAB

South Amboy, N.J. to N.Y. City (GG-1) 1 hr. $33 45
Bay Head Jct. to Matawan, N.J. (FP40) 1 hr. 33 45
Phila., PA to N.Y. City (AEM7) 1 hr 30 min 39 95
N.H., Conn. to Springfield, MA 1 hr 30 min 39 95
N.H., Conn. to Springfield, MA (CF7) 1 hr 30 min. 39 95
N.Y City to New Haven, Conn (AEM7) 1 hr 45 min. 49 95
Wash., D.C. to Phila (AEM7) 1 hr. 45 min 49 95
Harrisburg to Phila. (FP40) 1 hr. 45 min. 49.95
Phila. to Harrisburg (FP40) 1hr. 45 min 49 95
Harrisburg to Huntingdon, PA (FP40) 1 hr. 55 min 49 95
Huntingdon-Johnstown, PA (FP40) 1 hr. 50 min. 49 95
Johnstown-Pittsburgh, PA (FP40) 1 hr. 45 min. 49 95
SPECIAL-ALL 4 PARTS PHILA. TO PITTSBURGH 139 95
N.H., Conn. to Prov., R.I (FP40) 1hr. 50 min. 49.95
Providence, R.I. to Boston, MA (FP40) 1 hr. 33 45
Denver, CO to Grand Jct. (FP40) Over D&RGW
PART 1 1 hr 30 min. 39 95
PART 2 1 hr. 30 min. 39 95
PART 3 2 hr. 49 95
PART 4 2 hr. 49.95
SPECIAL-ALL 4 PARTS 129.95
Sparks, NV. to Oakland, CA (FP40) Over SP
PART 1 1 hr. 55 min. 49.95
PART 2 1 hr. 55 min. 49.95
PART 3 40 min. 25.00
PART 4 1 hr. 55 min. 49 95
SPECIAL-ALL FOUR PARTS 129.95
White Fish to Havre, Montana (FP40) Over BN
PART 1 1 hr. 55 min. 49 95
PART 2 1 hr. 55 min. 49.95
Chicago to Valparaiso, IN (FP40) 1 hr. 25 min. 39.95
Ft. Wayne to Valparaiso (FP40) 1 hr. 55 min. 49.95
Chicago to Michigan City (FP40) 1 hr. 33.45
Michigan City to Kalamazoo (FP40) 1 hr. 15 min. 35.00
Toledo to Detroit (FP40) 1 hr. 50 mn. 49.95
Detroit to Jackson (FP40) 1 hr. 35 min. 39.95
Jackson to Kalamazoo (FP40) 1 hr. 30 min. 39.95
Albany to Croton-Harmon (FP40) 1 hr. 50 min. 49.95
Croton-Harmon to Grand Central (FL9) 1 hr. 33.45
Albany-Pittsfield, MA (FP40) 1 hr. 15 min. 35.00
Pittsfield-Springfield, MA (FP40) 1 hr. 20 min. 35.00
Springfield-Worcester, MA (FP40) 1 hr. 15 min. 35.00
Worcester-Boston, MA (FP40) 1 hr. 20 min. 35.00
North Sta. to Fitchburg, MA (RDC) 1 hr. 25 min. 39.95
Rockport, MA to North Sta. (PUSH) 1 hr. 20 min. 39.95
Attleboro-S. Sta. & Lowell-N. Sta. 1 hr. 20 min. 39 95
Ipswich-N. Sta. & Stoughton-S. Sta. 1 hr. 46 min. 39.95
N.Sta.-Haverhill & Framingham-S.Sta. 1 hr. 43 min. 39.95
Franklin-S Sta. + Highlights of MBTA Lines 33.45
Enola, PA-Shocks Mills Bridge (SD40) 1 hr. 33.45
Shocks Mills Bridge-Holtwood, PA (SD40) 1 hr. 33.45
Holtwood-Port Deposit, MD (SD40) 1 hr. 33.45
Port Deposit-Amtrak "Oak" (SD40) 1 hr. 33 45
Pittsburgh-Sutterville, PA (FP40) 1 hr. 33.45
Sutterville, PA-Indian Creek (FP40) 1 hr. 33.45
Indian Creek-Rockwood (FP40) 1 hr. 33.45
Rockwood-Hyndman (FP40) 1 hr. 33.45
Hyndman-Stuart Tunnel, WV (FP40) 1 hr. 33.45
Stuart Tunnel-Martinsburg (FP40) 1 hr. 33.45
Martinsburg-Dickerson, MD (FP40) 1 hr. 33.45
Dickerson-Washington, D.C. (FP40) 1 hr. 33.45
SPECIAL-ALL 6 PARTS PITTS. TO WASH. D.C. 200.00
Chicago-Miller, IN (South Shore MU) 1 hr. 33.45
Miller to Michigan City (South Shore MU) 1 hr. 33.45
Michigan City-So. Bend (South Shore MU) 1 hr. 33.45
Raritan-Newark, N.J. (MU) 1 hr. 33.45
Atlanta-Temple (FP40) 1 hr. 33.45
Temple-Iron City (FP40) 1 hr. 33.45
Iron City-Pell City (FP40) 1 hr. 33.45
Pell City-Fairfield (FP40) 1 hr. 33.45
Fairfield-Hull (FP40) 1 hr. 33.45
Hull-Meridian (FP40) 1 hr. 33.45
SPECIAL ALL 6 PARTS ATLANTA-MERIDIAN 149.95

"The Aurora Line" A head-end ride in the cab of an E-9 diesel engine over the Burlington Northern from Chicago Union Station to Aurora, Illinois. Bonus: freight and passenger run-bys.
Color, Sound, One Hour, Thirty-four Minutes $39.95

"The Orange Blossom Special" A head-end ride aboard an RF&P GP40-2 diesel from Richmond to Potomac yard, VA. plus trackside action at the Bryanpark engine facility as well as run-bys at selected locations along the RF&P mainline.
Color, Sound, 4 One Hour parts ..... 33.45 EACH
ALL FOUR FOR 120.00

"The Atlantic City Line" A head-end ride from Atlantic City, N.J. to 30th Street Station, Phila. plus run-bys and (B&W) vintage PRSL footage.
PART 1-Atlantic City to Atco, N.J.+Vintage PRSL footage.
Color, B&W, Sound, One Hour 33.45
PART 2-Atco, N.J. to 30th Street Sta. Phila. + run-bys.
Color, Sound, One Hour Each 33.45

"PATCO's Lindenwold Line" This program will take you for a head-end ride on the PATCO high speed line from 15th to 16th Street Station, Philadelphia, over the Ben Franklin Bridge to Camden and on to Lindenwold, NJ. You'll then take a short head-end ride on the former PRR Schuylkill Valley line (now operated by SEPTA) from Cynwyd to 30th Street Station, upper level.
Color, Sound, One Hour $33.45

"The Montclair Line & Hoboken Festival 1990" A head-end ride over the former Lackawanna Railroad from Montclair to Hoboken, New Jersey. Also includes highlights of Hoboken Festival 1990, the largest transportation display in the East, sponsored by New Jersey Transit.
Color, Sound, One Hour $33.45

"The Gladstone Line" A head-end ride over the former Lackawanna Railroad from Hoboken to Gladstone, New Jersey, in the cab of NJ Transit G.E. MU
Color, Sound, One Hour, Thirty Minutes 39.95

"The Dover Line" A head-end ride over the former Lackawanna Railroad from Hoboken to Dover, New Jersey, in the cab of NJ Transit G.E. MU Color, Sound, One Hour, Thirty Minutes 39.95

"The Bergen County Line" A head-end ride over the former Erie Railroad (via the Bergen County Line) from Hoboken, New Jersey to Suffern, New York, in the cab of NJ Transit GP40PH diesel Color, Sound, One Hour 33.45

"The Erie Main Line" A head-end ride over the former Erie Railroad (via the Main Line) from Hoboken, New Jersey to Suffern, New York, in the cab of NJ Transit GP40PH diesel.
Color, Sound, One Hour 33.45

"The Pascack Valley Line" A head-end ride over the former Erie Railroad from Hoboken, New Jersey, to Spring Valley, New York, in the cab of NJ Transit U34CH diesel.
Color, Sound, One Hour 33.45

"The Port Jervis Line" A head-end ride over the former Erie Railroad from Suffern to Port Jervis, New York, in the cab of a Metro North RDC train.
Part 1 - Color, Sound, One Hour 33.45
Part 2 - Color, Sound, One Hour 33.45

"The Boonton Line" A head-end ride in the cab of a NJ Transit U-34CH diesel engine from Hoboken to Netcong via the Boonton Line. Color, Sound, One Hour, Thirty Minutes 39.95

"SEPTA's West Trenton Line" This program will take you for a head-end ride in the cab of a GE MU train over the former Reading Company West Trenton line from Wayne Jct. (just outside Philadelphia) to West Trenton, NJ. Color, Sound, One Hour $33.45

"SEPTA's Norristown Line" This program will take you for a head-end ride in the cab of a GE MU train from 30th Street Station (former PRR) and through the new tunnel onto the former Reading line to Elm Street Station, Norristown, Pennsylvania. Color, Sound, One Hour $33.45

"The Media Line" A head-end ride in the cab of a SEPTA MU train over the former PRR media line from Elwyn to Suburban Station and on to Wayne Junction over the former Reading Railroad. Color, Sound, One Hour $33.45

"A Farewell To The Bullets And Brills" A head-end ride aboard the last remaining "Strafford" car in service over the former Philadelphia & Western (now operated by SEPTA) from the 69th St. Terminal to Norristown, PA, plus run-bys and historic footage. Color, Sound, One Hour 33.45

"Philadelphia Trolleys" A head-end ride on SEPTA's Media and Sharon Hill lines operating out of the 69th Street Terminal, plus run-bys. Full Color, Sound, One Hour 33.45

TRACKSIDE ACTION VIDEOS

"PRR E-8 Diesels In Action" A head-end ride from Temple to Hamburg, PA and return mixed with many run-bys featuring two PRR E-8 diesels restored by and operating on the Blue Mountain and Reading Railroad. Color, Sound, One Hour ..33.45

"PRR Mainline Steam" Double headed PRR power trackside action from Strasburg, PA to 30th Street Sta. Phila. and return. Color, Sound, One Hour 33.45

"PRR Double Headed Steam" Same train as above from Strasburg, PA to the Rockville Bridge and return. Trackside action. One Hour 33.45

"Strasburg Steam" Live steam action on the oldest operating steam railroad in the country. Features run-bys/cab ride.
Color, Sound, One Hour 33.45

"The Northeast Corridor Part I" Trackside action from Amtrak's Sunnyside Yard, Queens, N.Y. to Newark, N.J. featuring Amtrak, Long Island, N.J. Transit and PATH trains, towers, stations, tunnels and bridges. One Hour 33.45

"The Northeast Corridor Part II" Trackside action of Amtrak's N.E. corridor between "Hunter" tower at Newark, N.J. to "Union" Tower at Rahway, N.J. featuring trains of Amtrak, N.J. Transit, and Conrail as well as towers, bridges, tunnels, and stations.
Color, Sound, One Hour 33.45

"Northeast Corridor, Part III" Passenger and Freight trackside action from Colonia to Trenton, New Jersey.
Color, Sound, One Hour 33.45

"Amtrak's Harrisburg Line" Trackside action on the former PRR (now operated by Amtrak) between Harrisburg and 30th Street Station, Philadelphia, PA featuring trains of Amtrak, SEPTA and Conrail with a variety of equipment.
Color, Sound, One Hour 33.45

"Burlington Northern E-8 Diesels" Trackside action of BN E-8 diesels in passenger service on Chicago commuter lines and Chicago Union Station at rush hour. Color, Sound, One Hour .33.45

"Tracking The Big Apple" Trackside action of New York City elevated lines, Metro-North at 125th St. Station, and the Long Island Rail Road. Color, Sound, One Hour 33.45

"The Hudson River Lines" Trackside action on the former New York Central (now operated by Metro-North) featuring a variety of Metro-North equipment, Amtrak Turbo and FL-9, and Conrail freights. Color, Sound, One Hour 33.45

"Conrail Fast Freights-The Middle Division" Trackside action of freight and passenger trains between Lewistown and Enola, PA. Color, Sound, One Hour 33.45

"Conrail Fast Freight - Juniata Rails" Freight and passenger trackside action between Lewistown and Altoona, Pennsylvania. Color, Sound, One Hour 33.45

"Conrail Fast Freights - The Lebanon Valley Line" Lots of run-by action on the former Reading Lebanon Valley Line between Harrisburg and Palmyra, Pennsylvania.
Color, Sound, One Hour $33.45

"Conrail Fast Freights-The River Line" Trackside action of Conrail freights on the Hudson River line.
Color, Sound, One Hour 33.45

"Railroading In Canada" Variety of motive power and train consists on Canadian freight/passenger moves at midwest locations. Color, Sound, One Hour 33.45

"Trolleys Of Philadelphia" Trackside action of PCC, Kawasaki and trackless trolleys in Phila., PA. Color, Sound, One Hour 33.45

"Trolleys Of Pittsburgh" Trackside action of PCC cars in Pittsburgh from 1975 to 1980. Color, Background Music, One Hour 33.45

"Trolleys Of Boston" Trackside action of Boston trolleys in the 1970s. Color, Background Music, One Hour 33.45

VINTAGE TRACKSIDE ACTION

"PRR Power" Vintage trackside action of PRR electrics, diesel and steam. Color, Sound, One Hour 33.45

"PRR Power Volume II" All vintage PRR steam in action between 1946 and 1956 at many locations including South Amboy, Camden, Baltimore, Phila., Horse Shoe Curve & Altoona. Color, Sound, One Hour 33.45

"PRR Power Volume Three" Vintage PRR action shot between 1930 and 1958. Never before released - a Railroad Video Productions exclusive!
Color and B/W, Sound, One Hour 33.45

"GG-1 Volume II" Vintage trackside action of the famous GG-1 electrics in their last years of service.
Color, Sound, One Hour 33.45

"A Look Back In Time" PRR/Reading vintage footage featuring steam with some early diesels and electrics. Includes PRSL footage. Color, B&W, Sound, One Hour 33.45

"The End Of An Era" Vintage footage of Erie, LV, CNJ, Reading, Lackawanna, D&H, Rahway Valley operating in Northern N.J. during the 40's and 50's.
B&W, Sound, One Hour 33.45

"Memories Of The Baltimore and Ohio" Vintage steam and diesel footage, plus the B&O-produced vintage movie "Meeting The Challenge" (1946). Color, B&W, Sound, One Hour 33.45

"Trolleys Of Pennsylvania" Vintage footage dating back to 1930. Featuring many of the trolley lines that operated in Pennsylvania at locations including Lancaster, Altoona, Johnstown, Greensburg, Pittsburgh, Phila., Norristown, Reading, Hershey, and Allentown.
Color, B&W, Background Music, One Hour 33.45

"Traction Action" Features trackside action of over 30 trolley lines from coast to coast between 1930-1950.
Color, B&W, Background Music, One Hour 33.45

"New York Central-Reading Co. Vintage Movies"
1. **"Within The Oval"** Color, Sound (N.Y. Central)
2. **"The Steam Engine"** B&W, Sound (N.Y. Central)
3. **"Safety At The Crossroads"** B&W, Sound (Reading Co.)
Total Running Time One Hour 33.45

"PRR Vintage Movies" Produced by the PRR
1. **"What In Blazes"** Color, Sound
2. **"Clear Track Ahead"** B&W, Sound
3. **"GG-1 Head-End Highlights"** B&W, Sound
Total Running Time One Hour 33.45

"Classic Railroad Archives" Four vintage railroad movies.
1. **"Progress On The Rails"** Produced by the PRR
2. **"Fast Freight"** Produced by the AAR
3. **"Coast To Coast In 48 Hours"** Produced by the PRR
4. **"Snow And Steam"** Produced by British Rails
B&W, Sound, One Hour 33.45

"Classic Railroad Archives Volume II" Three vintage railroad movies. produced by the AAR.
1. **"Something For Everyone"**
2. **"Big Trains Rolling"** (1952 version)
3. **"225,000 Mile Proving Ground"**
Color, Sound, One Hour 33.45

"Classic Railroad Archives Volume III" Three vintage railroad movies.
1. **"Thundering Rails"** Produced by the AAR
2. **"Operation Reading"** Produced by the Reading Co.
3. **"Flight Of The Century"** (early version) NYC
B&W, Sound, One Hour 33.45

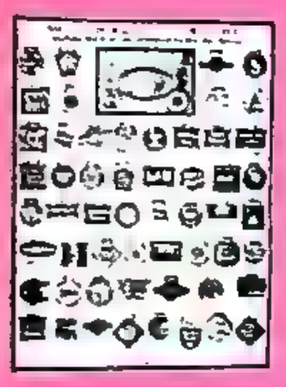
"Classic Railroad Archives Volume IV" Three vintage railroad movies.
1. **"Big Trains Rolling"** (1946 version) Produced by the AAR
2. **"End Of An Era"** Produced by Raytonier Corp.
3. **"Ichabod, The Man Without A Head"** Produced by the AAR
Color, Sound, One Hour 33.45

"Classic Railroad Archives Volume V" Four vintage railroad movies.
1. **"On The Track"** Produced by the AAR
2. **"Milestones Of Progress"** Produced by the AAR
3. **"Tomorrow's Railroads"** Produced by the Waugh Equip. Corp.
4. **"Easy Does It"** Produced by the AAR
Color, B&W, Sound, One Hour 33.45

"Highlights" Short previews of most of our titles. This tape will make a unique addition to your collection or you may view it to determine content and quality of our videos then return it for full credit (less $3.50 for postage and packaging) toward the purchase of any Railroad Video tape. One Hour, Fifty Minutes 33.45

WE PAY ALL SHIPPING
SEND STAMPED SELF ADDRESSED ENVELOPE FOR OUR FREE CATALOGUE WITH COMPLETE DETAILS OF EACH TAPE. FOR FASTER SERVICE, CALL WITH YOUR MC OR VISA. PENNSYLVANIA RESIDENTS PLEASE INCLUDE 6% SALES TAX. ALL TAPES AVAILABLE IN VHS AND BETA.

NEW CATALOGS!



Our NEW 64 PAGE CATALOG features, watch fobs, belt buckles, key rings, Tee shirts, mugs, jewelry, hat pins, belts, badges, thermometers and more! Send $2.00

Our 32 page ALL COLOR International Insignia collection features military patches, pins, badges and more from around the world. Send $3.00

Send $4.95 for both catalogs and receive a $2.00 rebate on orders over $19.95

GIFTS FOR RAILS
2238 VALENCIA COURT
SPARKS, NV 89434-8626

MORE BOOKS ON CANADIAN RAILWAYS

Our latest works are:

The Railways of Toronto – The First Hundred Years at $10.00 and **Canadian National in the West (Volume Five)** for $8.00. Alternatively, send $17.00 and we will send both works. All prices include postage.

B.R.M.N.A. has now published 47 books covering all aspects of Canada's major railways. Send a self-addressed envelope for further details.

All Canadian customers please include 7% GST.

B.R.M.N.A.
5124 – 33 Street N.W.
Calgary, Alberta, Canada T2L 1V4

CHICAGO NORTH WESTERN SYSTEM

Powder RIVER COAL VOL. II

See CNW Dash 8 40 C's returning to the traditional yellow and the last order of GE's laboring in 105 degree tempratures north of Bill, Wy. You will observe the loading and rotary dump unloading of a coal train and the CNW and BN operation between Bill, Wy and Caballo mine.

Produced by a professional railroader.
90 mins $39.95 + $2.50 S&H

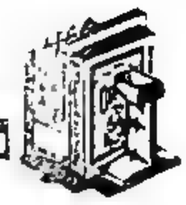
10% discount
If ordering Vol 1&2 together

Coming soon. BN Denver Divn Pt. 1...

CASEY JONES
VIDEO PRODUCTIONS
P.O.Box 1385, TORRINGTON, WY 82240
(307)532-7204
1-800-231-1385 (orders only)

Railroadiana

BY BRUCE KELLY



What's New?

Pennsy Electric Years is not only the subject of one of this issue's feature articles, it is also the title of an all-color 128-page 8½"×11" hardcover by William D. Volkmer, part of the ongoing pictorial series from Morning Sun Books. Each page focuses on a specific engine model or geographic location with fairly extensive captions. The hundreds of excellent, vintage color images show GG1s racing along on four-track main lines shared with E44 freight motors, boxcabs switching in the yards and m.u.'s shuttling commuters and weekend travelers on branches. The GE and Westinghouse "covered wagon" experimental units get extensive coverage at numerous locations, and much of the PRR power is shown in shining new paint as well its more familiar road-weathered image. The whole package gives good explanation of the workings at such strategic points as Enola, Zoo Interlocking and Manhattan Transfer. At the front of the book are a list of key dates in the PRR electrification and a highly-detailed map, and at the back are a roster and a section on "Catenary Nomenclature," the latter describing the difference between a cross span and a messenger wire and what all the other components of the overhead electrical system do. It sells for $45.00 plus $3.50 shipping ($5.00 shipping for foreign orders; N.J. res. add 7% tax) from Morning Sun Books, 11 Sussex Court, Edison, NJ 08820.

The Steam Era of Lehigh Valley by Chuck Yungkurth is a 112-page 9"×11" album-format softcover loaded with nicely printed black & white photos covering precisely what the title implies — and early invading diesels are also represented. Yungkurth lays down a written framework telling the Lehigh Valley's steam era history, equipment and operations, then the pictures (with long, informative captions) pull it all together with roster and action views of locomotives, cabooses, passenger cars and more. Most impressive are the aerial view of A-B-B-A FTs shoving eastbound freight (with steam on the head end) up Penobscot Mountain and an Otto Kuhler streamlined Pacific at Bethlehem. Some personal accounts from steam-era LV men and a color cover painting by Tom Winlow spice up this fine book, which sells for $29.95 (N.J. res. add 7% tax) from Andover Junction Publications, P.O. Box 1160, Andover, NJ 07821.

The latest motive power annual from Four Ways West Publications is the 208-page 8½"×11" hardcover *Burlington Northern in the '90s* by Joe Shine. More of an illustrated pictorial than a simple compilation of road, frame and builders numbers, it contains more than 500 photos, 40 in color, in a wide variety of compositions that depict nearly every model across all parts of the BN system. A special feature section on Crawford

COLORADO RAIL ANNUAL No. 17
Rock Island-Tennessee Pass-Ft. Collins Trolleys by McFarland, Doty, LeMassena, Peyton, & Kilminster **$35.95**

AMERICAN NARROW GAUGE RAILROADS by G. Hilton **$60.00**

BOSTON & MAINE: Three Colorful Decades of New England Railroading
by Robert W. Jones **$79.95**

COMPENDIUM OF AMERICAN RAILROAD RADIO FREQUENCIES
by Gary Sturm & Mark Landgraf **$14.95**

DENVER'S RAILROADS: The Story of Union Station & Railroads of Denver
by Kenton Forrest & Charles Albi **$29.95**

FEATHER RIVER ROUTE Vol. II
by Ken Rattenne **$47.95**

HISTORY OF THE PENNSYLVANIA RAILROAD
by Timothy Jacobs **$12.95**

KITE ROUTE: The Story of the Denver & Interurban Railroad
by William C. Jones and Noel T. Holley **$13.95**

NEW YORK CENTRAL LIGHTNING STRIPES
by David R. Sweetland **$45.00**

RAILS IN THE SHADOW OF MT. SHASTA
by John Signor **$39.95**

Income from book sales go towards rail preservation
Send $1.00 (refundable) for the Colorado Railroad Museum 1992 Catalog
(over 700 Railroad Books & Videos)
COLORADO RAILROAD MUSEUM
Dept. R, PO Box 10
Golden, CO 80402-0010
or call **1-800-365-6263** for FAST SERVICE on credit card orders!

Hill is enhanced by some A.J. Wolff shots from the days before double-tracking scarred the surroundings of this tough Nebraska grade. And dozens of photos show the many, many variations to the orange "tiger stripes" of the mid-1980s and the "white face" scheme of the '90s. The color reproduction is excellent, but some of the black & white could have used better printing and/or halftones. Current enough to include Phase II SD60Ms and F9s BN-1 and BN-2, it sells for $48.00 plus $2.50 shipping (Cal. res. add $3.96 tax; postage outside the U.S. $5.00) from Four Ways West Publications, P.O. Box 1734, La Mirada, CA 90637-1734.

Anyone attending the NRHS national convention in San Jose this July should schedule a visit to nearby Sacramento to see the California State Railroad Museum. And anyone who does so should also get Richard Steinheimer's new 48-page 8¼"×11" softcover *California State Railroad Museum — Railroading in California and the West.* Richly illustrated with crisp black & white and color photography by Steinheimer and his wife Shirley Burman and with vintage photography from various historical collections, the book not only explains some of the basics of California's railroad heritage but also lends credence to the equipment, artifacts and displays of the museum itself. Brief chapters of well-worded text cover the taming of Donner Pass through human toil, snowsheds and Cab Forwards; narrow gauge glory on the North Pacific Coast; dieselization and today's doublestacks and Superliners and finally the development of the California State Railroad Museum. Equally worthwhile as either a stand-alone work or as a memento of your CSRM visit (complete with a floorplan of the museum's displays), it sells for $6.95 plus $1.00 shipping (Cal. res. add tax) from the California Department of Parks & Recreation, Publications Section, P.O. Box 942896, Sacramento, CA 04296-0001.

Canadian Sunset — A Farewell Look at North America's Last Great Train is a 112-page 8½"×10½ö horizontal-format hardcover pictorial by Adolf Hungry Wolf covering the history of that great transcontinental passenger train, the *Canadian.* In 142 color photographs, the majority of which are printed very nicely, we're shown the gradual evolution of this train and the gorgeous scenery it traversed until its last run in January 1990. While the streamlined, dome-obs-on-the-rear consist changed little since the train's birth in 1955, the motive power was widely varied in both color and contour. FP9As, GP9s, FP4As and RS10s are shown in classic powder blue and maroon as well as in CP Rail multi-mark red, replaced in the final years by VIA Rail FP9AUs in blue and yellow and F40PH-2s in silver and yellow. The light text and captions carry the story east with en-route looks at the Spiral Tunnels, Calgary, Lake Superior and many other notable landmarks, all placed in perspective by John Signor's endpaper map of the *Canadian* route. It sells for $54.95 plus $4.00 shipping (Canadians add $5.00 shipping, other foreign orders add $10.00 shipping, Cal. res. add 8.25% tax, Minn. res. add 6.5% tax) from Pentrex, 2652 East Walnut Street, Pasadena, CA 91107.

Serious hack hounds will enjoy *Western Maryland Cabooses,* a 192-page 8½"×11"

CABRIDE
NOW ON TWO VIDEOS

See four decades of film and video shot from the cabs of Clinchfield and CSX locomotives. This is your opportunity to see what engineers and conductors have been looking at and talking about for the last quarter century. They narrate the entire 275 miles as we visit every significant nook and cranny of the old Clinchfield. Video is filled with hundreds of facts, figures and diagrams, plus first hand commentary about the great Clinchfield RR.

CABRIDE—Erwin South $34.95
CABRIDE—Erwin North $34.95
CABRIDE—Both Tapes $62.95
CLINCHFIELD Track Chart $27.95
Both CABRIDES & Track Chart $87.95

Each video tape includes waypoint list & yard diagrams; in color w/sound. All Discounts Apply. NC add 6% Tax.
$3.00 Shipping Per Tape. VISA/MC or Check.
1520 Martin St., Suite 202, Winston-Salem, NC 27103

(919) 725-3000 or 1-800-767-6067

AMERICAN ALTAVISTA

The Red Caboose
16 West 45 Street
New York, NY 10036 (212) 575-0155

IN 212,718,914,516 TO ORDER CALL
1-800-924-9664 FAX 212-575-0272
A/E, VISA, MC, DISCOVER ACCEPTED
COD add $4.00. Shipping within continental US via UPS add $3.00. Parcel Post and Air UPS add'l charge min. $4.00

BOOKS

KRATVILLE: Steam, Steel & Ltds $41.00, Mohve Pwr of UP $37.00, UP Streamliners $44.00, Big Boy $17.00, Challengers $26.00, UP Mity 88 $26.00
RPC: Vol. 10 Northeast RR's P-S Pass Cars NH, LV, DLW, B&M, LI, Erie, B&A; Vol. 9 C&NW; Vol. 8 RI; Vol. 7 Southeast RR's SR, ACL, L&N, SAL, FEC, $36.00 each.
OLD LINE: The all color books. Night Scene, WM IN THE DIESEL ERA, New Title $40.00 each. RF&P, L&N $38.00 each, C&NW, Before Guilford, Clinchfield $35.00 each.
BOSTON MILLS PRESS: Engine Houses, US Military Railroad Service, Canadian Southern $31.00 each; Sale NEXT STOP GRAND CENTRAL $15.95; The Southern RR System $22.00
R.D. PUB: Durango Book $29.00; Chama Book $30.00, Rio Grande Southern $41.00
CARLTON: PRR Steam A to T $33.00; PPR Steam @nd Look $34.00; Erie Story $35.00; SEA System $33.00; Rails Around Gotham $36.00; Hudson & Manhatten $26.00, Memories of Reading Co. $35.00 out of print
MORNING SUN ALL COLOR TITLES: NYC Lightning Stripes, Lackawanna RR, E-L Vol.1, Erie RR, Jersey Central Lines, PC Power, Tidewater, PRR Diesel Years Vol.1,2,3; PRR Electrics, New England Rails, LV and the New LV Vol.2 $38.00 each
INTERURBANS: Feather River Route Vol.1 $38.00, Vol.2 $43.00, N&W the A Class $40.00, B&M All Color $70.00, UP's WEST new title by D. Sims $38.00, Rio Grande Ruler of the Rockies $32.00, MOre Classic Trains by Dubin $74.00, Rails to the Boardwalk $48.00, Nowak's NYC $29.00, UP Small Steam $18.00, Interurbans without Wire $31.00, Short Line Doodlebug $29.00, Shaker Heights Rapid Transit $33.00, PCC Fighting Car $35.00, DIESEL BUILDERS VOL. 3 NEW TITLE $40.00
B&O STEAM FINALE ALL COLOR VOL 1 $29.00, VOL 2 $35.00
HOWELL NORTH – SUPERIOR ALL AT $18.00 each: Rio Grande by Beebe Vol.1, Vol.2, SP&S, Soo, Rails to Pittsburg, CP Railway, C&NW Power, Everywhere East-CB&Q, Lines West-GN; Lines East-GN $21.00, NG in the Rockies $21.00
GOLDEN WEST: RDC by Duke & Kelley $51.00, Los Angeles & Salt Lake UP's Route $49.00, Street Railways the Growth of LA $44.00, Southern Pacific Titles: Tehachapi $40 00, Donner Pass $43.00, SP of Mexico $36.00, SP Steam Locos $17.00, Beaumont Hill-Southern CA Gateway $44.00, Northern Pacific Diesel Era $52.00, NP Supersteam $40.00, Railroad Bridges $41.00, The Great Yellow Fleet $41.00, The Great Middleton presents Time of the Trolley $38.00, Traction Classics: the Interurbans Vol.1 $38.00, Traction Classics: Parlor, Dining, Sleepers Vol.2 $35.00, Traction Classics: Interurban Freight Vol.3 $35.00

VIDEOS

PENTREX SUPER SALE!
PENTREX NEW TITLES STEAM TO SACRAMENTO $22.00, SF'S ARIZONA MAINLINE $30.00, NORTHERN MEXICO VOL.1 $30.00, CENTRAL MEXICO VOL.2 $30.00, 75 YEARS OF SF BAY FERRIES $38.00, 1991 NRHS TAPES HUNTINGTON STEAM CELEBRATION $23.00, AND STEAM TO HUNTINGTON $23.00, BOTH TAPES $38.00.
PENTREX: ALL AT $45.00 EACH – Best of 1985, Beast of 1986, Best of 1987, Best of 1988, British Columbia, By Dayfite to the Fair, Cajon/Tehachapi, Alaska, Rio Grande,Steam Expo, NEW TITLE RAILS TO THE REDWOOD EMPIRE. ALL AT $30.00 EACH – California Western, SP Shasta, BN E-Units, Chihuahoua Pacifico RR, Horse Shoe Curve, KSC, Montana Rail Link, Today's St. Louis RRs. ALL AT $37.00 EACH – Ark & Miss RR, Best of 1984, Best of 1990, MKT, Today's Chicago RR, UP 8444. ALL AT $22.00 EACH – Sacramento Railfare 1991, Cass Scenic, Cumbres & Toltec Freight, St. Louis Steam Celebration, Steam to LA, Steam to St. Louis, UP 3985 Challenger, Washington Centennial Steam. PENTREX GREAT METROS, TRAVELOGS, SUBWAY AND CITY TRANSIT ALL AT $28.00 EACH – Madrid/Berlin, Bejing/Hong Kong, London/Calcutta, Ny/Toronto, Tokyo/Seoul, Wash DC/SF, 2 cities on each tape.
VIDEO RAILS Classic Collector's Series 30 Min. Color in Stereo at $30.00 eachND SP 1941, SP–The Golden Age of Steam, SF, SP–The Coast Line, UP Big Boys, UP the Challengers, UP Steam, ALL SIX Tapes $170.00
The UP in the Blue Mtns of Oregon, 3 60 Minute Tapes $37.00 each. UP 6900's the Centennials $26.00, UP Sherman Hill $37.00, UP Steam '81 $37.00, UP 44 Years of 8444 $37.00, Donner Pass $37.00, SP Daylite World's Fair 1984 $37.00, Streamliners of Yesteryear 1937 $26.00, China Steam into the 1990's Part I The West, Part II The East $37.00 each, Calif. Zephyr $26 00
RAILROAD VIDEO PRODUCTIONS Head end cab rides ATLANTIC CITY 2 parts: AC to Atco, and Atco to Philly, NORTH JERSEY COAST Bay Head to Matawan, RARITAN to Harrison Yard, PRR E-8's in Action, LAKE SHORE LTD FL-9 Croton to GCT, All These Are Color/Sound 1hr. 32.00 each. THE PENNSYLVANIAN Amtrak FP-40 in 4 parts: Philly to Harrisburg, Harrisburg to Huntingdon, Huntingdon thru Horse Shoe to Johnstown, Johnstown to Pittsburgh, All 4 Tapes 130.00, BROADWAY LTD FP-40 Harrisburg to Philly, METROLINER AEM-7 Wash. to Philly, YANKEE CLIPPER AEM-7 Penn Station to New Haven, LAKE SHORE LTD FP-40 Albany to Croton, all these are Color/Sound 2hrs. 44.95
Trackside Action PRR E-8 IN ACTION, PRR POWER, Vintage electrics, diesels, steam, super!, PRR POWER VOL.II all steam 1946-56, NORTH JERSEY Steam in transition with electrics and 1st generation diesels CNJ, LV, ERIE, D&H, LACK, PRR; NORTHEAST CORRIDOR 2 Parts: Sunnyside to Newark and Hunter Tower South, PRR GG-1 Vol I and Vol II, PRR VINTAGE MOVIES 2 PRR produced features plus GG1 ride to S. Amboy, PRR AND READING VINTAGE Steam, some early diesels and electrics plus PRSL. CLASSIC RR ARCHIVES 5 Different tapes of famous AAR Movies, CONRAIL FAST FREIGHTS 2 Parts: MIDDLE DIVISION in Penn. and RIVER Line on the Hudson, HUDSON RIVER LINES Metro North FL-9, M-1, M-2 Turbo MOW; HORSESHOE 1986 to 1988, NEW JERSEY TRANSIT Push Pull the Long Branch, All are 1hr Color/Sound 32.00 each.
RAILROAD VIDEO PRODUCTIONS TROLLEY TAPES TROLLEY OF THE PRR vintage back to 1930, TRACTION ACTION 1930-1950 coast to coast over 30 lines, FAREWELL TO THE BULLETS AND BRILLS, PCC CARS IN TORONTO best Toronto ever 1974.
TRACKING THE BIG APPLE the best IRT #1,2 Fulton EL plus LIRR, plus Metro North at 125th St. All are 1hr Color/Sound 32.00
HERRON RAIL SERVICES GLORY MACHINES Vol. 1 1940's 31 RR's 56.95, Vol. 2 1950's 26 RR's 56.95, Vol. 3 Midwest 47.95, Vol. 4 St Louis/Tucson 37.95, PRR GLORY PRR in transition 98% color Vol. 1 and Vol. 2 47.95 each. POCAHONTAS GLORY N&W 1950's Color Vol. 1 and Vol. 2 47.95, NEW ENGLAND GLORY Vol. 1 Mt Division B&M 1946 MEC Color 56.95, REFLECTIONS OF AMERICAN RAILROADING 1936-68 56 95
INTERURBANS MONON steam, rare color 57 min. 37.95, THE BIG POWER N&W A's J's in 1987 plus 1958 and Y6b, great color and action 30 min. 28.00, CALIF. LTDs G. Best's movies of SP, SF, Daylights to locals, new narration and sound 38.00, EMPIRE ON PARADE GN in color and sound 40 min. 38.00, NARROW RAILS STILL SHINE Colorado/NM Steamfest 57 min. 38.00, NYC COLLECTION Steam Loco and Freight Yard and RR Signal plus Freight Trains 63 min. 38.00, NICKLE PLATE STORY 20 min. 19.00, ON THE TRACK Korean War RRing 16 min. 14.00, PRR COLLECTION 5 publicity films 69 min. 38.00, RAILROADING Alco & GE color pre WWII Diesels a comin' 26 min. 24.00, WATER LEVEL ROUTE by Warnck plus 50% Color 55 min. 38.00, YOU AND YOUR RR'S 1949 fallen flags and diesel color schemes plus steam super color 22 min. 24.00
INTERURBAN TRACTION VIDEOS CHICAGO'S 3 INTERRURBANS the CNS, CS&SB, CA&E plus IC and Gary Birneys to Electroliner 30 min. 28.00, DOWN MARKET STREET 12 min. 14.00, ELE TRANSIT TODAY & TOMORROW 3 GE features PCC to Monorails with trolley coaches Color 35 min. 33.00, LAKE SHORE ELE 1931-1938 14 min. 14.00, MIDWEST TRACTION CLASSICS by Warrick/Keevil rare Color/Sound 30 min. 28.00, TO MT LOWE WITH LOVE 32 min. 32.00, NEW YORK TRANSIT 1940's 3rd Ave EL and IRT Subway/EL B&W Sound 20 min. 19.00, NEW YORK TROLLEYS OF BROADWAY by Selleck 11 min. 14.00, NORTH SHORE 1945 by Keevil 24 min. 23.00, PITTSBURGH TROLLEYS mid 1970's PCC plus Color 25 min. 28.00, RIDE THE LAST OF THE BIG RED COLTS LA – Long Beach Color 15 min. 14.00, SOUTH SHORE 1927 B&W 28 min. 28.00, SOUTH SHORE STORY by Warrick beginning to the 80's Color 29 min. $28.00, STREAMLINNING CHICAGO State St. Subway by Warrick 19 min. 19.00, TRANSIT IS EVERYBODYS BUSINESS NY Subway by Horn late 50's B&W 28 min. 28.00, TROLLEY COACH REVIEW 1937 Electric Buses, PCC DC-3 22 min. 24.00, TROLLEYS OF BALTIMORE 1946 PCC's, MU's, Peter Wills city to country Color 27 min. 24.00
KALMBACH VIDEOS AIRBRUSHING; WIRING; BASICS OF MODEL RR; BUILDING WOOD STRUCTURES; TRACKWORK; WEATHERING MODELS all these 26.50 each. LAYOUT TOURS #1; #2; #3, #4; BUILDING SCENERY, FIRST GENERATION DIESELS all these 35.95 each
RUNNING A STEAM LOCO how they work, actual firing and operation 90 min. 34.00; WHITE PASS AND YUKON RW, Skagway and the Gold Rush Color 40 min. 28.00

Photo: Bill Price

steam...diesel...electric!

Steam Over Sherman - $39.95
Journey to the 50's when Big Boys, Challengers, 4-8-4's and early diesels stormed over Sherman Hill. 54 min. #011

Union Pacific's Last Steam Giants - $24.95
The last days of 4-8-8-4 Big Boys, 4-6-6-4 Challengers and 4-8-4 800's in regular service. 24 min. #038

The Milwaukee's Mighty Electrics - $39.95
See the "Joes" on Pipestone Pass and "Box Cabs" crossing the Columbia River. Filmed 1965 & 1968. 40 min. #028

The Fifties Express - $39.95
Climb aboard for a trip when steam and early diesels roamed America's Railroads. 15 different roads. 52 min. #023

Kindig's Diesels - $29.95
Dick Kindig's diesel-era footage filmed 1971-72 on Union Pacific, Burlington Northern and Rio Grande. 35 min. #029.

The Last Steamers of the Colorado & Southern - $39.95
See 2-10-2, 2-8-2, 2-8-0 perform to the last against a magnificent Rocky Mountain backdrop. Steam Rotary. 52 min. #019.

Rio Grande of the Rockies - $39.95
Standard gauge 2-8-8-2's on Tennessee Pass. F-9's assisted by 2-8-8-2's to Moffat Tunnel. Narrow gauge K-27, K-28, K-36, K-37 and 2-8-0 #268. Last train on Marshall Pass. 60 min. #015

Many other programs available including:
Blue Ridge Steam • Allegheny Rails I: The B&O • Allegheny Rails II: The WM • Silver Rails and Golden Memories • Assault On Snow • Santa Fe's New Mexico Main • Santa Fe's Seligman Sub • Rails Along The Rockies • Colorado's Colorful Joint Line • Heavy Freight and U P 3985 • U P Super Cabs & Steam. Other titles also available. Write for complete descriptions.

Specify VHS or BETA Add $3.00 shipping per order

ORDER TOLL FREE
800-448-3987
OR (303) 770-8421

VISA • MASTERCARD • DISCOVER
Or send check or money order to:

WB VIDEO PRODUCTIONS

6447 S. Heritage Place W.
Englewood CO 80112

Selected titles available in PAL from;
STEAM POWERED VIDEO, 76 Berengrave Lane, Rainham, Kent ME8 7NJ U.K.

book by Dwight Jones that does a thorough job of chronicling WM's "cabeese," from those it inherited through predecessors to those which followed the merger into Chessie System and CSX. Individual chapters represent each caboose type (and troop sleepers, too) with in-depth text on their design and function, plus rosters, drawings, paint charts, dispositions and much more. Reproduction of the 275 photos, 20 of which are in color, is very good overall. There are many interior and detail views in addition to the obvious abundance of roster shots. It's a real bargain at $30.00 for softcover, or $35.00 for hardcover, plus $3.00 shipping (Md. res. add 5% tax) from the Western Maryland Railway Historical Society, P.O. Box 395, Union Bridge, MD 21791.

Americans who believe foreign railroading involves little more than out-the-window views of the Swiss Alps or Inter-City 125s humming past the station platform have really been missing out. Colin Taylor's 144-page 8½"×11½" hardcover *Steel Roads of Australia* is a gorgeous all-color pictorial on contemporary railroading "down under," sprinkled with several shots of steam and early diesels dating back to the 1960s. You'd have to be overly provincial to not appreciate six-axled Alcos pulling a long Australian National unit coal train across the desert, passenger electrics fighting the 3% of the Blue Mountains (which look more like an overgrown Cajon than the Blues of northeast Oregon), PA and E-unit look-alikes in regular freight service, narrow gauge in the Tazmanian jungle, seaside running in New South Wales (just like Del Mar on the Santa Fe), S-curves and semaphores in the grasslands, Beyer Garratts and tiny tank engines in the sugar cane country of Queensland and a QR Railmotor on the curved viaduct at Stoney Creek Falls. Except for a handful of soft or off-color shots, the 230 color photos are beautifully printed, and each is adequately captioned. Endpaper maps and a light introductory text will help "Yanks" and other outlanders in their armchair Aussie expedition. It sells for $34.95 from International-Industrial Publishing, 16 Cornelia Street, Plattsburgh, NY 12901. It also sells in Australia for A$39.95 from Biramo Pty, Level 67 MLC Centre, Martin Place, Sydney, or in New Zealand for NZ $49.95 from Fiesta Products, 40 Stewart Street, Christchurch, NZ.

1225 Goodies

The folks responsible for the restoration and maintenance of Pere Marquette 2-8-4 1225 have items for sale whose purchase will support the further operation of the engine. As this review is being written during the winter, the most appealing item is the fleece-lined sweatshirt featuring line drawings of PM 1225 and other prominent restored steam locomotives (N&W 611, NKP 765, etc.) silk-screened on the front, back and sleeves. For warmer weather, there's a short-sleeved T-shirt with line art of the 1225 across the chest. The sweatshirts ($28.00 plus $7.00 shipping) and T-shirts ($10.00 plus $6.00 shipping) are made in the U.S.A. of a 50/50 cotton and polyester blend and come in adult sizes S, M, L, and XL. Size XXL is available by special order, and the T-shirts also come in children's sizes S (6-8), M (10-12) and L (14-16) for $8.00 plus $6.00 shipping.

The artwork used on the shirts is by designer Bill Berkompas, as are the series of individual ¼-inch scale mechanical drawings of PM 1225, Huckleberry Railroad 4-6-0 No.2, Alaska 4-6-0 No.152, NKP 765, N&W 611, C&O 614 (available in either original or excursion service appearance), C&O 2-8-4 2789, C&O Alleghany 1601, UP 3985, UP 4-8-8-4 4004, B&O 2-8-8-4 7629, NYC Hudson 5452, PRR K4 1361 and PM 1223 which sell as prints (the one of 1225 measures 11"×29") priced at $10.00 each plus $6.00 shipping.

Railfanning is:

Remembering when "PC" meant a railroad and not a small computer.

TRAINWATCHERS!!

Feel Like You're Missing the Train?

Freight Cars comprise nearly 95% of each and every train! Freight Cars Journal (FCJ) is the first magazine published by historians, enthusiasts and modelers focusing only on freight cars and related subjects. FCJ offers the most detailed freight car news available anywhere! Large photos, detailed rosters, spotter's guides, etc. Printed on glossy paper. 8½ x 11 size. Some issues have color photos.

Get more out of your trainwatching — join the growing number of enthusiasts getting involved in the fascinating diversity of freight cars.

$20.00/Four Issues

FREIGHT CARS JOURNAL
P.O. BOX 2480
MONROVIA, CA 91017

RAILS 'N' SHAFTS

P.O. Box 300, Laurys Station, PA 18059
(215) 261-0133 FAX (215) 262-7962

Specializing in Books on Transportation and Industrial Subjects

American Narrow Gauge, *Hilton* $47.95
American Railway Shortline Guide, *Lewis* $15.25
American Steam (Vol 1): Ben Cutler, *LeMassena* $23.49
American Steam (Vol 2): Northeast, *LeMassena* $23.49
Appalachian Crossing, *Huddleston* $10.49
Articulated Steam of North America (Vol 2) *Robert LeMassena* $31.25
Beaumont Hill, *Signor* $39.25
Berkshire and Texas Types, *Farrell* $31.95
Blue Diesels and Black Diamonds, *Henderson* $23.95
Boston and Maine: Three Colorful Decades, *Jones* $63.95
Bridge Line Blues, *Reiser* $33.95
Brooklyn Elevated, *Greller, Watson* ... $15.95
Budd Car: The RDC Story, *Crouse* ... $39.95
Buffalo Creek and Gauley, *Worden* ... $15.95
Cabins, Crummies and Hacks (Vol 1): Northeast, *Henderson* $31.95
Cajon: Pictorial Album, *Walker* $43.49
Camas Prairie, *Riegger* $25.99
Cape Cod Railroads, *Farson* $31.95
Chessie Era, *Dixon* $11.25
Chessie: Railroad Kitten, *Dixon* ..... $ 8.95
Chicago, Aurora and Elgin (Vol 1): Trackage, *Plachno* $28.95
Chicago, Aurora and Elgin (Vol 2): The History, *Plachno* $51.49

All Aboard Amtrak *by Mike Schaefer*
The all color story of the first 20 years of Amtrak $39.95

Spirit of Railroading *by Mike Danneman and Gary Dolzall*
An all color album of current American railroading $35.95

Cabins, Crummies & Hacks (Vol 2): The South *by John Henderson*
A color album of cabooses used on southern railroads $23.95

B&O West End *by Charles Roberts*
The illustrated story of the building and operation of the B&O line between Cumberland and Grafton $39.95

C&NW Memories, *Cook* $31.95
Classic Power 8: PRR M-1 Mountains, *Pennypacker* $19.95
Clinchfield Country, *King* $30.95
Colorado Midland Railway: Daylight Through the Divide, *Abbott* $40.95
Conrail (Vol 1): 1976-1982, *Hartley* ... $31.95
Conrail (Vol 2): 1983-1990, *Hartley* ... $31.95
Contemporary Diesel Spotters Guide, *Pinkepank* $15.25
Corn Belt Route: Chicago Great Western, *Grant* $23.95
Decade of the Trains, *Ball* $19.95
Delaware and Lehigh Canals, *Bartholomew, Metz* $22.49
Detroit, Toledo and Ironton: Henry Ford's Railroad, *Trostel* $35.95
Diesel Builders (Vol 1): Fairbanks Morse, *Kirkland* $27.95
Donner Pass: SP Sierra Crossing, *Signor* $38.49
Electric Trains of the Reading, *Coates* $14.49
Erie in Color, *Sweetland* $35.95
Erie Railroad Story, *Carleton* $31.95
Erie-Lackawanna in Color (Vol 1): The West End, *DeYoung* $35.95
Feather River Route (Vol 1), *Rattenne* $34.49
Feather River Route (Vol 2), *Rattenne* $38.49
From Bullets to BART, *Middleton* $27.95
Golden Decade of Trains, *Malinowski* $35.95
Great Northern Railway, *Wood* $59.95
Great Yellow Fleet, *White* $36.95
Green Bay & Western, *Mailer* $38.49
Guide to Chicago Rapid Transit, *Kunz* $15.95
High Green to Marcelline, *McMillan* ... $39.95
Hudson and Manhattan Railroad Revisited, *Carleton* $23.95
Illinois Terminal, *Stringham* $43.49
Indiana Railroad, *Bradley* $43.95
Interstate: History of Interstate Public Service, *Marlette* $38.49
Jersey Central Diesels, *Bernet* $38.49
Jersey Central in Color, *Brennan* $35.95
Jersey City Westbound, *Henderson* $23.95
Kansas City Streetcars Remembered, *Elsner* $15.95
Katy Power, *Collias, George* $35.95

SPRING STORE HOURS
Sat., March 28 10-4
Sat., April 11 10-4
Sat., May 2 10-4
Sat., May 23 10-4
or by appointment

Complete selection of in-print books. Extensive selection of out-of-print books, timetables, reports, etc.

Directions: ½ mile west of Route 145 at HiWay Restaurant on Church Street in Laurys Station.

Always buying railroad and mining collections, large or small, paper or hardware. Try us first for satisfaction.

Lackawanna in Color, *Sweetland* $35.95
Lackawanna Railroad in Northwest New Jersey, *Lowenthal, Greenberg* $31.95
Lake Shore & Michigan Southern, *McLellan, Warnick* $31.95
Last of the Red Cars, *Walker* $12.95
Lehigh & New England: Color Retrospect, *Lilly* $37.95
Lehigh Valley in Color, *Yanosey* $35.95
Lehigh Valley 2 in Color, *Yanosey* $35.95
Los Angeles and Salt Lake: UP, *Signor* $43.95
L&N in the Appalachians, *Flanery, Oroszi, McKee* $33.59
The Milwaukee Road, *Hyde* $51.95
Milwaukee Road Remembered, *Scribbins* $31.95
More Classic Trains, *Dubin* $68.95
N&W: 1st Generation Diesels, *Withers, Bowers* $38.49
N&W: 2nd Generation Diesels, *Withers, Bowers* $38.49
N&W A: Mercedes of Steam, *King* ... $35.95
N&W Passenger Service 1946-1971, *Warden* $11.25

VIDEOS

Allegheny Rails (Vol 1): B&O *(WB)* ... $39.95
Allegheny Rails (Vol 2): WM *(WB)* $39.95
Allentown City Routes *(RailTape)* $31.95
Best of 1990 *(Pentrex)* $37.49
Colorado's Colorful Joint Line *(WB)* $39.95
C&TS Rotary Snowplow *(Pentrex)* $18.95
Eastern Kentucky Coal *(Pentrex)* $29.95
Lehigh & New England *(RailTape)* $31.95
Liberty Bell Route *(RailTape)* $31.95
Montana Rail Link *(Pentrex)* $29.95
O&W Camelback - 1927: Best *(Int.)* ... $15.95
PRR: Standard of World *(Int.)* $31.95

New York Central's Mercury, *Cook* ... $10.49
North Carolina Railroad (1849-1871), *Trelease* $29.95
Northern Pacific: Diesel Era 1945-1970, *Schrenk, Frey* $46.49

VISA MasterCard

TO ORDER: For Postage and Handling, please add to the order total, $2.50 for one book, $3.50 for two books and $4.50 for three or more books. For foreign orders, please add $3.50 for the first book, $2.50 for each additional book for postage, and remit in US $. Pennsylvania residents please add 6% sales tax. Avoid delays in order shipment. Recheck addition and add correct postage. Incorrect orders will be returned. Prices subject to change without notice. Please allow four weeks for delivery. Make checks and money orders payable to RAILS 'N' SHAFTS. Catalog sent with all orders, or send SASE. Sale ends last day of magazine cover month. **Your satisfaction is guaranteed.**

Northern Pacific: Super Steam Era *Frey, Schrenk* $35.95
Passenger Train Annual 1991 ..... $ 7.25
Pennsy Diesel Years (Vol 3), *Yanosey* $35.95
Pennsy Diesel Years (Vol 4), *Yanosey* $35.95
Pennsy Electric Years, *Volkmer* $35.95
Pennsy Steam: A Second Look, *Carleton* $30.49
Pennsy Steam A to T, *Carleton* $29.95
Pittsburgh and West Virginia, *Worley, Poellet* $39.95
Quanah Route, *Hofsommer* $34.49
RDC Car: The Rail Diesel Car, *Duke, Keilty* $46.49
Railroad Night Scene, *Cook, Boyd* ... $35.49
Railroads in the Lehigh River Valley, *Kulp* ..... $ 7.95
Rails Along the Schuylkill, *Heathcliff, Traz* $10.49
Rails Around Gotham, *Carleton* $31.95
Rails West '89 ..... $18.49
Rails West 1991 ..... $ 6.49
Rainbow of Traction $22.49
Reading Diesels (Vol 1): The First Generation, *Woodland* ... $43.95
Reading Railroad: History of a Coal Age Empire (Vol 1), *Holton* $45.95
RF&P: Linking North and South, *Kaplan, Meliander* $33.59

Union Pacific Northwest *by Jeff Asay*
The illustrated story of the UP's Oregon Washington Railroad-Navigation Company $43.95

Katy: Diesel's to the Gulf *by J. Parker Lamb*
Pictorial review of Katy between 1963 and 1981 ..... $31.95

Southern Pacific Blue Streak *by Fred Frailey*
60 years of fast freight on the Cotton Belt-SP line $31.95

Norfolk & Western: Diesel's Last Conquest *by William Warden* The story of dieselization on the N&W $11.25

Rio Grande Southern Album, *Ronfor* $14.49
Rio Grande Southern Story (Vol 1): Over the Bridges Ridgway to Telluride, *Collman* $51.95
Rolling Thunder, *Benson* $39.95
Royal Blue Line, *Harwood* $31.95
San Diego Trolley, *Holle* $20.95
Seaboard Air Line Motive Power, *Calloway, Withers* $38.49
Shaker Heights Rapid Transit, *Toman* $29.95
Southern Pacific of Mexico $31.95
Southern Railway System: An Illustrated History, *Webb* $19.95
Speedrail: Milwaukee's Last Rapid Transit, *Sakar* $15.95
Steam Locomotives of the P&R and Reading, *Wiswesser* $27.95
Steel Rails Across America, *Dolzall, Danneman* $35.95
Susquehanna: Shortlines to Stackpacks, *Karlewicz, Hartley* $19.25
Tehachapi, *Signor* $35.95
Texas and Pacific Power, *Collias* $35.49
Thirty Years Over Donner, *Fisher* $23.95
Time of the Trolley (Vol 1), *Middleton* $34.49
Tourist Guide 1990, *Drury* $11.25
Traction Classics (Vol 1), *Middleton* $34.49
Traction Classics (Vol 2), *Middleton* $31.25
Traction Classics (Vol 3), *Middleton* $31.25
Train Watcher's Guide to North American Railroads, *Drury* ..... $ 8.95
Trolleys to the Delaware Water Gap, *Rohrbeck* $10.95
Turbines Westward, *Lee* $33.59
Union Pacific 1990, *Cockle, Withers* $38.49
Union Pacific: Birth of a Railroad 1862-1893, *Klein* $21.95
Union Pacific: Rebirth of a Railroad 1894-1969, *Klein* $23.95
Union Pacific's West, *Sims* $34.49
Wabash in Color, *Sweetland* $35.95
West from Omaha, *Pfeiffer* $47.95
Wheeling and Lake Erie, *Corns* $11.95

RBH

Raritan Bay Hobbies
P.O. Box 4231
Metuchen, NJ 08840
908-494-2932

BOOKS

All Aboard Amtrak	39.95
American Shortline Guide	14.95
Blue Diesels/Black Diamonds	23.95
B&M in Color	63.95
BN Annual 1980-1991	36.45
BN Into The 90's	37.95
Buffalo Creek & Gauley	15.95
Cabins, Crummies & Hacks Vol. 1	31.95
Cabins, Crummies & Hacks Vol. II	23.95
Conrail Vol. 1 or 2	31.95
Comtemp. Diesel Spotters Guide	14.95
DL&W in Color - Sweetland	35.95
Electric Trains to Reading - Coates	14.95
EL in Color Vol. I	35.95
Erie in Color	35.95
Freight Cars Vol. I 40' Box	15.95
Golden Decade of Trains 50's	35.95
Jersey Central Diesels	37.95
Katy Diesels To The Gulf	31.95
L&N in the Appalachians	33.45
Lehigh Valley in Color Vol. 1 or 2	35.95
N&W 1st or 2nd Generation Diesels	37.95
N&W-Diesel's Last Conquest	10.95
North Shore Memories	36.45
Northern Central Story	31.95
NYC Lightening Stripes - Yanosey	35.95
Pennsy Diesel Years Vol. 1,2,3 or 4	35.95
Pennsy Electrics Vol. 1	35.95
Pennsy Steam Years Vol I	35.95
PRR Color Guide to FGT. & Pass Equip	35.95
P&WV: The Story of the High & Dry	39.95
RF&P - Millander & Kaplan	33.45
Railroad Night Scene	34.95
RDC Budd Car - Duke & Keilty	48.95
Reading Diesels: First Generation	43.95
Rock Island Rails	25.45
Route of Phoebe Snow	19.95
Seaboard Air Line - Calloway	37.95
Shaker Heights Rapid Transit	28.95
SP/D&RGW into the 90's (soft)	28.45
SP/D&RGW into the 90's (hard)	36.45
Spirit of Railroading	35.95
Steam Era of Lehigh Valley	23.95
The Final Years - NYO&W	12.45
The RDC Story - Crouse	39.95
Union Pacific 1990	37.95
UP's West	33.95
Wabash in Color	35.95
Wheeling & Lake Erie	11.95
Wheat Lines & Super Freights	51.95
WM Cabooses	(Soft) 23.95
WM Cabooses	(Hard) 27.95
WM Ry. in the Diesel Era	34.95

Errata Sheet for Jersey Central Diesels is available for LSAE with $.52 stamp. FREE upon request with any order.

NEW ITEMS SHIPPED AS AVAILABLE
TERMS

The above listing is only a small sample of the titles we can supply at a 15-20% savings off the list price. Send a large self-addressed envelope for a complete Book and Video listing. New items are shipped as available!
Master Card and VISA accepted. Shipping on U.S. orders add $3.00 for first item, $1.00 for each additional item up to $5.00 maximum. Foreign orders welcome, postage at cost. NJ residents add 7% sales tax. Phone orders accepted with proper credit card information.

Finally, there's an 8"×10" print commemorating the 1225's 50th anniversary with two black & white photos on it showing the engine hauling freight in the 1940s and in the 1990s. With a detailed description on the back, the print sells for $1.00 plus $6.00 shipping. All of these items can be ordered from Michigan State Trust Railway Preservation, Merchandise Department, P.O. Box 665, Owosso, MI 48867. For full information on these products send an SASE to MSTRP, or phone them on Saturdays at 517/723-9464.

Northeast Railfan Timetable

With the success of similar products covering California and the Pacific Northwest, it was only a matter of time before someone produced a railfan's timetable for the East Coast. Edited by John Krattinger, *Northeast Railfan Timetable No.1* is a 288-page, 4½"×11" compilation of the latest railroad employees timetable graphs covering Conrail's Albany, Harrisburg and Philadelphia divisions, CSX's Baltimore Division, Amtrak's Northeast Corridor, the D&H, Susquehanna, NJ Transit, Metro-North, LIRR and SEPTA. While the West Coast versions reorganized the timetable graphs from various railroads into one uniform format, the *Northeast Railfan Timetable* for the most part reprints the official graphs in their original form. This works quite well in the case of Conrail (occupying nearly half of this book), which lists its talking defect detectors right along with the stations rather than in a separate table, and in the case of D&H, whose timetable graphs include a detailed track schematic along the left margin. In contrast, the Susquehanna section is spartan in design and content compared to the fairly detailed NYS&W timetables that have been issued in recent years; it simply lists station names along with their milepost location and two-letter block station code. This appears to be the only section that was created "from scratch" rather than duplicated in original form. Complete with primary radio frequencies for the railroads it covers, *Northeast Railfan Timetable No.1* is another of those "must-have" items that fits easily into your camera bag or glove compartment, and it'll help you pinpoint those photo locations from previous trips when you sit down to caption your slides and prints. It sells for $15.00 postpaid ($16.05 in N.J. or Conn., $16.23 in N.Y.) from Ente Studio, Box 568, Maspeth, NY 11378.

A BN Newsletter

Our readers who experienced first hand the NP, GN, SP&S and C&BQ might question the validity (if not the location!) of the California-based BN Historical Society, but when you consider the fact that Burlington Northern has been around for more than 20 years, you realize a lot has been happening on the nation's biggest railroad. "To gather, preserve and share information about the history and current operation of the Burlington Northern Railroad" is the society's stated purpose, and helping to carry this out is a quarterly illustrated, glossy page magazine called the *BN Historian*. It covers past and present operations and equipment of the BN, provides reviews of new BN-oriented products (books, videos, models, etc.) and lists any articles that have been published elsewhere which are of interest to BN historians or modelers. In addition to the magazine, the group mails out a quarterly *Newsletter of the BN Historical Society*, a smaller, non-

DUPLICATE TRACTION SLIDES

We have over 2,500 slides
from the 1940+ covering U.S. and World
Send SSAE for descriptions and prices

BEN ROHRBECK TRACTION PUBLICATIONS
1003 N. Chester Road, West Chester, PA 19380

Looking for older diesels of your favorite Railroad?
I have good quality 35mm Duplicate Slides of diesels, old & new, steam or Trolleys.
Lots of short lines and industrials.
Send $2 for lists & 2 sample slides to:
Charly's Slides
4255 Elk Park Rd.
Lake City, PA 16423

Articulated Superpower
Features U.P. 3985 from Cheyenne to Laramie and N&W 1218 from Salisbury to Asheville, The two largest operating steam locomotives in the U.S. on one great tape. 36 min. **$29.95**

Colors Through The Canyon
Complete coverage of the SP 4449 at "Steam Fest '90" on the Washington Central. 52 min. **$29.95**

Assault On Asheville
The "Official Tape" of the 1989 NRHS Convention. Action includes 587-611-1218 Triple Header * 587 - 1218 - Double Header * Solo Runs with NS GP-38's / 587 / 1218. The most complete coverage of the 1989 Convention available. 56 min. **$29.95**

Steamin In '90
Great Steam Action in 1990 with * A&WP 290 Atlanta to Brunswick * Hi-lites of St. Louis Convention with 819-844-1522 * Hi-lites of Steam Fest '90 with #51 and 4449 * 611 Salisbury to Asheville * 1218 Atlanta to Birmingham. 90 min. **$29.95**

1218 - A New Beginning
N&W's mighty 2-6-6-4 on Ferry Run from Birmingham to Roanoke including break down in Anniston - Followed by Innaugural Runs from Roanoke to Bluefield and Walton, 44 min. **$29.95**

...Pickin Em Up And Layin Em Down...
The Atlanta & West Point 290 in Freight Service with no diesel helpers. Four days of action over the Old "ACL" Line from Atlanta to Jacksonville. 54 min. **$29.95**

The A And The J
Hi-lites of the 1987 Convention in Roanoke. Action includes 611 and 1218 race up Christiansburg Mtn. 41 min. **$29.95**

Return To Asheville
The mighty J on her maiden run to Asheville, with helpers and without. Glass smooth pacing through the Swannanoah Valley and complete coverage of the Old Fort area. 49 min. **$29.95**

Available From Trackside Video
For Only $29.95 each plus
$3.00 S/H 1st tape, $1.00 each
additional tape.
To Order Call Toll Free 1-800-548-8476
or send check or money order to:
Trackside Video
PO Box 234
Forest Park, GA 30051-0234
VISA * MASTERCARD * DISCOVER

illustrated companion publication. For an annual membership fee of $10.00, you can receive one year of both quarterly publications, plus "other rights of membership yet to be determined." This new group already has nearly 200 members and is planning on locations and activities for future events like an annual convention. To sign up, send $10.00 to D.G. Casdorph, P.O. Box 2480, Monrovia, CA 91017.

Traction Publications by Joe L. Diaz

SPEEDRAIL — Milwaukee's Last Rapid Transit? by Larry A. Sakar is an illustrated 64-page 8½" × 11" softbound book describing in great detail the operation of "Speedrail," the last remaining remnant of the once great Milwaukee Electric Railway & Transport Company, its brief lifespan and tragic ending. Bound in brilliant color covers are over 60 excellent photographs illustrating Speedrail and its predecessor operation. The black & white photographic reproduction is excellent, the choice of scenes being outstanding. The color reproduction is brilliant to say the least.

The author has spent a great deal of time and effort researching this story, talking with survivors of this valiant attempt to preserve and operate rapid transit to Milwaukee's west and southwest suburbs, Waukesha and Hales Corners. Sakar has explored every detail and carefully set the scene for the fatal wreck of September 1950. Some may even say that too much space has been given to this tragic event. Maybe so, but it is all here in great detail for the reader to explore and decide upon.

An outstanding feature of the book is an excellent two-page detailed map of

The finest in gifts for the railroad enthusiast
RAILROAD GIFTS
Schrader Enterprises, Inc.
230 South Abbe Rd. Dept. RR
Fairview, Michigan 48621
Send $1.00 FOR CATALOG

All Aboard!
An Amtrak ticket —
A trip around the world
or anything in between
A travel agent
for the rail fan
Call us or write us
for all your travel needs

CHALLENGER TOURS
3672 NOTTINGHAM WAY
P.O. BOX 8965
TRENTON, N.J. 08650
609-586-4664

COMING ATTRACTIONS
2 New Videos from Herron!
BOSTON & MAINE in the 4 seasons
Vol. 1
Summer & Fall
STEAM & 1st GEN DIESELS IN REGULAR SERVICE
Passenger & Freight Trains in the Boston area powered in steam by 2-6-0's, 4-6-2's, 4-8-2's, 2-8-0's and majestic 4-4-2's + E7 diesels and The Flying Yankee. Also: MEC 4-6-2's. CIRCA 1950!
Original 16mm color film by Stanley Y. Whitney from B&MRR Historical Soc.
Expected Release Date: March, 1992
ALL COLOR 45 MINUTES
JUST $ 49.95
mid american glory
ILLINOIS CENTRAL
Main Line of Mid-America
1950's-1960's
Always a class act, the I.C. ran some of the most beautiful passenger trains in America with graceful E unit diesels. It's Paducah-built steam power offered high tractive efforts in 2-10-2's & fast running 4-8-2's. You'll also find Mikados, Pacifics, 0-8-0's, GP's, and MU's, roundhouses, and even a couple of derailments!
Original 16mm film by C.W. Witbeck, H.R. Blackburn Tom Beumel, D J Williams III, Bob Bullerman, Ben T. Young Jr and Dick Baldwin with some 8mm film by E G Baker
Expected release Date: April, 1992
MOSTLY COLOR 52 MINUTES
just $ 49.95
All Herron Videos are Narrated with Sound Effects & Music
toll free order line
1 (800) 783-3886
specify VHS or BETA
checks, money orders
visa, mastercard accepted
add $ 3.50 P&H per order
Quality
the difference is on the screen
HERRON rail services
2016 n. village ave.
tampa, fl 33612

Speedrail, showing the line, its connections and all the major or important rail lines from the lakefront west to Waukesha, a fine example of graphic art by the well-known Mike Schafer. Additionally, there are five other maps herein, ranging in size to one full page. There is a good sampling of schedules, timetables and tickets. In the view of many people, the wide assortment of car equipment acquired and operated by Speedrail, its diversity, adaptation and ancestry was possibly the most important thing about the railway. Unfortunately, there is no car equipment roster in the book and no explanation whatsoever of the fascinating array of cars employed on the line. Scant little information is contained in the photo captions briefly describing the cars in the scenes. This is a most unfortunate omission which seriously detracts from this otherwise outstanding book. It's available for $19.95 plus $4.00 shipping from Interurban Press, P.O. Box 6444, Glendale, CA 91225.

Book Reviews

Burlington Northern 1980-1991 Annual, by Robert C. Del Grosso, published by Hyrail Productions, P.O. Box 55, Denver, CO 80201; 208 8½"×11" pages, softcover; $45.95 postpaid in U.S. and Canada (foreign orders add $2.50 shipping; Colo. res. add 7.2% tax).

With more than 20 years of operation under its big green belt, merger giant Burlington Northern seems to enjoy an ever-growing legion of fans who realize that not all was lost when the GN, NP, SP&S and CB&Q merged in 1970 and snatched up the Frisco in 1980. A lot of new BN books are coming out this year, and many promise to be quite visually stunning, but few (if any) will pack as much significant motive power data and operational background as this annual. It's actually a continuation of the popular BN annuals begun by Hol Wagner in 1971 and adheres to the overall style of those previous works. Hyrail's art and editorial team, Dale Sanders and Mark Hemphill, have fine-tuned the new annual with all the attractive graphic touches and page layouts we've come to expect from Hyrail's primary product, *CTC Board* Magazine.

Carrying on another Wagner tradition, the *Burlington Northern 1980-1991 Annual* fills the first two-thirds of its pages with photo feature sections while reserving the last third for the current locomotive roster. Spread throughout are 401 photos, 28 of which, along with the front cover, are in color. All of the black & white photos are reproduced sharp, and most have a good tonal range. The color, however, runs dark in a couple spots. Such minor glitches are quickly forgotten as you marvel over the diversity of the picture subjects and locations, true testimony to the sprawl of BN's empire from the Pacific Northwest to the Great Lakes to the Gulf of Mexico, and a credit to the more than 150 photographers involved.

Some of my favorite shots are those showing lines in the volcanic rock country of Washington that have been abandoned in recent years: GP9s and 40-foot boxcars leaving a trail of brakeshoe smoke as they emerge from a tunnel and descend through S-curves in the Moses Coulee near Wenatchee, and an SD40-2, B30-7A and GP39-2 leading two fuel tenders and mixed freight through Devils Canyon on the former SP&S. Other excellent photos include the eagle's eye view of an empty grain train crossing one of the tall, curved bridges on Mullan Pass, F9s and GP7s wandering through the endless wheat fields of the Central Washington branch and Oakway SD60s teaming up with U30Cs to lift unit coal over Crawford Hill in Nebraska.

Those photo feature sections, 42 of them in all, look into such varied corners of the BN as its booming coal business, the Coors beer trains in Denver, the hump yard and engine shops at Galesburg, intermodal operations, the E-units of the Chicago commuter service, unit remanufacturing programs, leased power, cabless B30-7As as well as BN's own home-grown cabless units, fuel tenders, paint scheme revisions from orange "tiger stripes" to today's "white faces," the executive Fs and much more. Other sections also recap the route spinoffs that created Montana Rail Link, Washington Central, Arkansas & Missouri, Red River Valley & Western and other lines (supported by a nice map showing the effect on the BN network) as well as the abandonments that sent such photogenic routes as the ex-SP&S High Line into the dustbin of history.

The 70 pages of detailed roster material at the rear of the annual list the BN diesel fleet as of 1991 by model from F9A-2 BN-1 to the

20% Savings on Video Tapes
from McMillan Publications

Shipped by 1st Class Mail/UPS U.S. Customers: No shipping charge

Canadian and foreign: add $3.00 for first tape; $1.00 for each additional.

PENTREX - WB VIDEO - VIDEO RAILS - GREEN FROG - CRV
GREG SCHOLL - GANDY DANCER - HOPEWELL - EAST END

New Titles		Our Price
BEST OF 1991 - Pentrex	SP sugarbeet trains, UP 3985, SP 2472, ATSF shipper spl	$32.00
SANTA FE 3751, RETURN TO STEAM - Pentrex	four-day trip Dec 1991	$24.00
LTV MINING - Pentrex	formerly Erie Mining in northern Minnesota	$32.00
CHATTANOOGA STEAM REUNION - Pentrex	25th anniversary NS/N&W steam	$20.00
THE WISCONSIN CENTRAL - Pentrex	largest Midwestern regional railroad	$32.00
SANTA FE'S ARIZONA MAIN LINE - Pentrex	AT&SF in northern Arizona	$32.00
HUNTINGTON STEAM CELEBRATION - Pentrex	1991 NRHS Convention	$24.00
STEAM TO HUNTINGTON - Pentrex	steam en route to NRHS Convention	$24.00
CUMBRES & TOLTEC SCENIC ROTARY SNOW PLOW - Pentrex	May 1991	$20.00
CUMBRES & TOLTEC SCENIC , PASSENGER - Pentrex	n.g. steam	$24.00
CANFOR'S ENGLEWOOD RAILROAD - Pentrex	Vancouver Island logging road	$20.00
TODAY'S CHICAGO RAILROADS - Pentrex	19 Chicago railroads	$40.00
DESERT DINOSAURS - East End	Trona Railway's Baldwins	$28.00
FINAL RUN OVER CAJON PASS - Video Rails	AT&SF 4-8-4 3759, 1955	$24.00
STEAM IN THE 50'S - Green Frog	14 railroads, inc PRR, N&W, NYC, NP	$28.00
SANTA FE ODYSSEY Vol 1 - Green Frog (2 tape set)	AT&SF in 1950s/1960s	$80.00
SANTA FE ODYSSEY Vol 2 - Green Frog (2 tape set)	AT&SF in 1970s	$64.00
SANTA FE ODYSSEY Vol 3 - Green Frog (2 tape set)	AT&SF, Chgo-KC, 1991	$52.00
UNION PACIFIC ODYSSEY Vol 1 - Green Frog (2 tape set)	UP in 1950s/1960s	$64.00
NEW YORK CENTRAL ODYSSEY Vol 1 - Green Frog (2 tape set)	1952-67	$64.00
SANTA FE SNOW BLOWING IN KANSAS - CRV	rotary plow in Kansas, 1991	$23.60
SANTA FE'S NEW MEXICO MAIN - WB Video	Belen/Dalies to Clovis, NM, 1990	$32.00
SANTA FE'S SELIGMAN SUB - WB Video	AT&SF in northern Arizona, 1989	$32.00
SANTA FE'S RATON ROUTE - WB Video	AT&SF in northern New Mexico, 1989-91	$40.00

U.S. and Canadian Credit Card Holders Order Toll Free
1-800-344-1106

Illinois residents please add 6-3/4% sales tax

VISA MasterCard

Order now from:

McMillan Publications, Inc.
2921 Two Paths Drive
Woodridge, Illinois 60517-4512

24-Hour FAX 1-708-910-6791

BURLINGTON NORTHERN

CRAWFORD HILL PART 2

- Sequel to our most popular video ever
- 12 mile 2% grade pusher district between Crawford and Belmont, Nebraska.
- Color • Full Sound • One Hour
- No Narration
- On screen graphics indicate locations and train symbols.

$33.45 Plus $2.50 Shipping

CRAWFORD HILL PART 1
Still Available
- Color • Full Sound
- Narration • 1 hour

$33.45 Plus $2.50 Shipping

Order Both Tapes and we pay Shipping!

NEFF VIDEO PRODUCTIONS
21 E. Hebble Ave. • Fairborn, OH 45324
(513) 878-7173

$2.50 shipping per tape. Order 2 or more and we pay shipping. Ohio residents add 6% sales tax.

WE STOCK OVER 215 RAILROAD VIDEO TITLES BY MANY OUTSTANDING PRODUCERS. SEND LSSAE FOR LISTING

SPECIAL PREPUBLICATION OFFER!

BURLINGTON NORTHERN

1970 A 21-YEAR SALUTE 1991

Bruce Kelly photo

192 PAGES • ALL COLOR • HARDCOVER

Andover Junction Publications announces a landmark book on a landmark railroad—Burlington Northern. In 192 pages, author Steve Glischinski takes you from the genesis days of Great Northern, Burlington Route, Northern Pacific and Spokane, Portland & Seattle to the BN of today, stretching from Puget Sound to Pensacola. Ample text and captions, maps and hundreds of color photos from dozens of photographers from across the U.S. document the reign of BN, from its early rainbow era to the transportation giant it is today. Historical coverage of predecessor roads—Frisco included—and a region-by-region synopsis make this book an unprecedented reference source for BN aficionados.

Bud Bulgrin photo

BURLINGTON NORTHERN will be a quality book of distinctively high standards. Edited and designed by Mike Schafer, BURLINGTON NORTHERN, in its album-style format, will feature sterling photo reproduction on heavy semi-gloss paper, bound in a durable hardback casing, with an all-color dust-jacket. Reserve your copy now at this special pre-publication offer and save $10 off the suggested retail cover price—a savings of more than 15%. . . and we'll take care of the shipping!

RETAIL PRICE: $59.95

SPECIAL PRE-PUBLICATION PRICE: $49.95 POSTPAID

New Jersey residents add 7% sales tax

Offer ends June 30, 1992. Anticipated release period: late summer 1992.

This offer is good only through the publisher. Buyers must be aware that this is a pre-publication offer and that the book is not scheduled to be shipped for several weeks after the offer ends. Make check or money order payable to Andover Junction Publications and provide complete shipping address. Books are shipped UPS and thus cannot be shipped to post office addresses—street or rural delivery addresses ONLY.

Bruce Kelly photo

ANDOVER JUNCTION PUBLICATIONS

P.O. BOX 1160 ANDOVER, NJ 07821

DISCOUNT BOOKS

4449 Queen of Steam	20.50
Berkshire Days on the B&A	5.95
CABOOSES OF NORTH AMERICA, VOL.1	17.95
CABOOSE OF NORTH AMERICA, VOL.2	17.95
C&O STANDARD STRUCTURES	12.50
Cajon-A Pictorial Album	32.50
Colorado Rail Annual #7	5.50
Colorado Rail Annual #10	26.95
Colorado Rail Annual #16	26.95
Colorado Rail Annual #18	35.95
Colorado Rail Annual #19	35.95
Cumberland & Pennsylvania	8.95
Diesel Builders, Vol. 1	31.50
Diesels on the ESPEE-ALCO PAs	22.50
FEATHER RIVER ROUTE #2	43.25
GUILDFORD-FIVE YEARS OF CHANGE	27.00
Lehigh & Hudson River #2	7.95
Lines East - Great Northern	21.50
Lines West - Great Northern	17.95
Overhead & Underground	17.95
Overland to the Rockies	6.95
PERE MARQUETTE IN 1945	10.95
Pere Marquette Power	21.50
Railroads Caboose	26.95
R.R. Stations of San Diego County	6.75
Rails, Sagebrush & Pines	23.50
Rio Grande Mainline of Rockies, 1	17.95
Rio Grande Mainline of Rockies, 2	17.95
Rio Grande Ruler of the Rockies	32.50
Route of the Erie Limited	8.95
SANTA FE: ACROSS THE SOUTHWEST	31.50
SP: ACROSS THE SOUTHWEST	31.50
Sugar Country Shortline	17.95
The Algoma Central Ry. Story	26.95
The Great Yellow Fleet	41.50
The Peoria Way	22.50
TRACKS OF THE BLACK BEAR	26.95
Union Pacific's West	38.50
WHEAT LINES & SUPER FREIGHTS	58.50
WRECKS, ACCIDENTS & COLLISIONS	31.50

DISCOUNT VIDEOS

-RAILWAY PRODUCTIONS-

Cumbres	23.95
From Redwoods to the Boardwalk	23.95
Narrow Rails Still Shine	23.95
ROTARY SNOWPLOW THRU THE ROCKIES	23.95

-PENTREX-

Alaska Railroads	39.95
Best of 1991	39.95
CALIFORNIAN WESTERN RAILROAD	31.95
Cajon/Tehachapi Loop	39.95
CANFOR'S ENGLEWOOD RAILWAY	19.95
CHATTANOOGA STEAM REUNION	19.95
CUMBRES & TOLTEC PASSENGER	23.95
CUMBRES & TOLTEC ROT. SNOW PLOW	19.95
Cumbres & Toltec Scenic Freight	23.95
Denver & Rio Grande Western	39.95
EASTERN KENTUCKY COAL	31.95
HUNTINGTON STEAM (2 Tape Set)	39.95
HUNTINGTON STEAM CELEBRATION	23.95
STEAM TO HUNTINGTON	23.95
Kansas City Southern	31.95
LOGGING RAILROADS OF THE SIERRAS	19.95
LTV MINING RAILROAD	31.95
MEXICO RAILS (2 Tape Set)	55.95
CENTRAL MEXICO RAILS	31.95
NORTHERN MEXICO RAILS	31.95
Missouri Kansas Texas	31.95
Montana Rail Link	31.95
SACRAMENTO RAILFAIR 1991	23.95
SANTA FE's ARIZONA MAINLINE	31.95
SANTA FE 3751-RETURN TO STEAM	23.95
SOUTHERN PACIFIC's SHASTA DIV.	31.95
STEAM TO SACRAMENTO	23.95
THE WISCONSIN CENTRAL	31.95
WESTERN MARYLAND SCENIC RAILROAD	15.95

All Videos are VHS only
Send Large SSAE for FREE list
of over 600 Books & Videos
FREE SHIPPING WITHIN U.S.

B.V.& M
P.O. Box 76
Tulsa, OK 74101-0076

9900-series commuter Es. Within each model listing, existing units are shown by individual road number, pre-BN number (where applicable), builder's date and number, horsepower, weight, tractive effort and prime mover type. Additional notes indicate which units are equipped with dynamic brakes, roller bearings and other hardware and what major modifications have been done. Three pages of the roster section deal with long-term leased units from EMD, GATX, LMX and Oakway, and 36 more pages use the same detailed format to account for the 1944 units which BN disposed of between 1980 and 1991. And, as if all that wasn't enough, there's a table showing where all 2537 of BN's locomotives were assigned as of September 1991.

I began this review with mention of the many BN books that are due out in the coming months, three of which are supposed to be all-color pictorials on the railroad and its predecessors. Knowing the people who are producing these books, I can highly recommend any of them. But, I also recommend you buy the *Burlington Northern 1980-1991 Annual* if you want the full story behind the engines and action portrayed in those books and if you want to have the single best source for current BN diesel data — B.K.

Signatures in Steel by Greg McDonnell, published by Boston Mills Press, 132 Main Street, Erin, Ontario, Canada N0B 1T0; 208 11"×12" pages, hardcover; $50.00 (Canadian orders add 7% GST).

Any U.S. railfan who has never ventured north into Canada will be inspired to do so after viewing the 253 color photos in this book. Greg McDonnell has collected the work of more than two dozen photographers to present a coast-to-coast look at Canadian railroading past and present. In most cases, the photos are run one or two to a page, with the color reproduction being excellent throughout. In true coffee table picture book style, the page layouts are clean and simple with white space expertly handled to essentially make each photo a work of art in itself, drawing the reader right into the scene with no distractions from the kind of overdone footline and margin artwork that other books often use to help make up for unimaginative pictures.

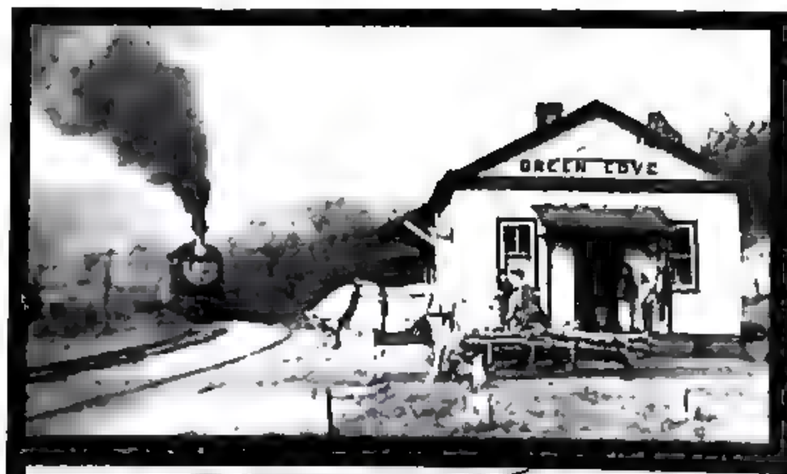
Many of the photo captions go into great detail about the locomotives, cars, lineside structures, locations and operations depicted. Editor Jim Boyd, in a survey of the caption data discovered no blatant errors in diesel spotting (an area where other books often fall short) and was impressed by the obvious knowledge the author(s) have of the subject. Leading off each of the chapters are short pieces of text providing historical summaries and other background information.

Eastern Canadian branch lines are covered in the first chapter with 1950s shots of CNR Ten-wheelers in Ontario transitioning into 1970s action with a CN RS18 crossing the diamond ahead of a CP RS10 in New Brunswick. For variety there's a Roberval & Saguenay hopper train led by pale yellow RS2, M420TR and RS18 units in 1973.

The book continues in a generally westward direction through such chapters as "Eastern Mains," "Island Railroading" (a look at Newfoundland and Prince Edward Island), "Winter" and "Mountains." For those who think all of Canadian railroading is nes-

750,000 ORIGINAL SLIDES
UNITED STATES • CANADA • MEXICO • AUSTRALIA
15,000 SUBJECTS • 750 COMPANIES
SEND $3.00 FOR 2 SAMPLES AND CATALOG
ROSTER ACTION
ETC
JOHN C. BENSON SLIDES
P.O. Box 18625 Cleveland, Ohio 44118

NYC's Harlem Division:
"THE COMING OF THE N.Y. AND HARLEM R.R."
Grand Central to the Berkshire Hills
in 380 pages, 800 photos.
L.V. Grogan
31 Sans Souci Dr., Pawling, NY 12564
Soft: $43.95 + NY Tax (residents)
& $4.10 post. Cks/Money Orders.
Books Autographed as Requested.



TRAINS THAT PASSED IN THE NIGHT
A New Video Biography of O. Winston Link

O. Winston Link's classic images of N&W steam power have been in demand and are quite popular as images of a long gone era in railroading. The Roanoke Chapter, National Railway Historical Society is proud to offer the first video biography of Link in which many of the sites in the well known photos as reenacted today by Link with many of the people who were originally involved. This 52 minute video offers a rare glimpse into the methods and results of the massive photographic project Link undertook in the 1950's. It also contains vintage color footage of N&W steam power that Link shot during the late 1950's.

Only $39.95 Postpaid
Send Check or Money Order to:
Roanoke Chapter NRHS
P.O. Box 13222
Roanoke, VA 24032

Choose a video tape that is sure to please...Great gift idea!

Lima Berkshires 765 and 1225 side-by-side east of Huntington,W.Va. Aug. 9, 1991 Photo: Ron Durham

New releases for 1991

Steam In Huntington: 1991 NRHS Convention with PM 1225 and NKP 765 side-by-side, and N&W 1218.	90 Min.	$29.95
Steam Rotary: Spectacular action with rotary snowplow in Colorado on Cumbres & Toltec Scenic. Great Tape.	90 Min.	$39.95
Steam In The West: UP 3985 and 844 Doubleheading, 3985 solo, Mt. Rainier, Durango & Silverton, & C&TS	90 Min.	$29.95
SP 4449 Washington SteamFest: Scenic journey through Columbia & Yakima Canyons, plus GW 2-8-0 51	60 Min.	$34.95
SP&S 700 Washington SteamFest: First tour for the 4-8-4. BN Columbia, Yakima, and much more action	60 Min.	$34.95
Special package: 4449 and 700 Washington SteamFest tapes purchased at the same time *(save $9.95)*		$59.95
Garratts Of Zimbabwe: Articulated steam in Africa. See freight and passenger action, shops, & Victoria Falls	60 Min.	$29.95
BN's Marias Pass: Heavy BN mainline action. Pushers, snowsheds, tunnels, and lovely Montana scenery	30 Min.	$19.95
A Day On Soldier Summit: Rio Grande mainline action in the mountains of Utah. Helper action and scenery	30 Min.	$19.95

Partial listing of popular titles

Norfolk Southern Steam - Vol. 1: Pure N&W with 611 and 1218 on home rails. Includes 1987 Convention	60 Min.	$39.95
Norfolk Southern Steam - Vol 2 :1218, 611, NKP 587 tripleheader, 587/611 Doubleheader, L&N 152 & more	60 Min.	$39.95
Norfolk Southern Steam Freights: 2 freights with 1218, 611 freight, NKP 587 and L&N 152 short freights	45 Min.	$39.95
Special: Any two Norfolk Southern Steam Tapes *(save $9.95)*		$69.95
Special: All three Norfolk Southern Steam Tapes *(save $29.90)*		$89.95
Steam In St. Louis 1990: 1990 NRHS Convention. Frisco 1522, UP 844, N&W 1218 & SSW 819. Great tape!	90 Min.	$29.95
Union Pacific Steam - Vol 1: 2 runs 3985 over Sherman Hill, 8444/4449 in L.A., cab rides both engines, etc.	90 Min.	$44.95
Union Pacific Steam - Vol 2: First runs for No. 844. Four different freights and Director train. 65 MPH pacing.	60 Min.	$39.95
Special: Both Union Pacific Steam tapes, covering over 1800 mainline miles and more *(save $9.95)*		$74.95

Order at Once. Call, write, or fax us today. Tapes available in VHS, Beta, or Pal formats. Shipping $3.00 for U.S: Canada $3.00 (1st), $1.50 (2nd): Europe $7.00: Pacific $8.00 each. Ohio residents add 6% sales tax. Catalog available with 40 titles.
Your Mastercard or Visa card are welcome here

Greg Scholl Video Productions
P.O. Box 123, Dept. R
Batavia, Ohio 45103
Phone 513-732-0660 Fax 513-732-0666

BACK IN PRINT ! ! !

The Route Of Phoebe Snow

by Shelden S. King

$24.95

This 192 page soft bound volume has been reprinted on high quality paper and now includes color covers. It contains 235 B&W photos, several maps, plus timetable and flyer illustrations. This book was last published in 1986 in a limited run. See the Lackawanna Railroad in both steam and diesel days. Also included are electric operations. The entire railroad is portrayed with many shots in western New York State

Other books also available
Electric Trains To Reading Terminal...$17.95 by Wes Coates...112 pages on the Reading's commuter operations in the Philadelphia area
The Handsomest Trains In The World....$15.95 by Greenburg & Kramer...120 pages, over 150 photos on Lehigh Valley RR passenger service over the years.
The Northeast Railroad Scene series by Bob Pennisi (a brief look before Conrail)
Vol. 2 Lehigh & Hudson River.....$ 4.00
Vol. 4 Erie Lackawanna..... 6.50
Vol. 5 Jersey Central..... 6.00
Vol. 6 Penn Central..... 10.00
The Morristown & Erie Railway by Bob Pennisi 48 pgs, 89 photos (4 in color) map.... 8.95
26 Miles To Jersey City by Pete Komelski 64 pgs of CNJ stations & trains with 130 B&W and 6 color photos..... 8.95
Lehigh Valley Passenger Cars by Mickey & Warfel...64 page huge 11x17" book of car plans in full HO scale plus 31 photos, maps and full color covers.....$13.95
Railroad Stations Of New England Today - Vol. 1 The B&M by Mark Beauregard 72 pages with over 190 photos..... 8.95
One Day, One Conductor by E. Kennedy, Jr. A photo essay of a NJ Transit conductor on former DL&W electrics..... 5.00

Catalog.....$1.00 (free with order)
Our catalog lists other publishers books, plus a large selection of Video & Audio tapes and Misc. railroadiana and:
Photos...$2.00 each. catalog lists over 5500 different steam, diesel, electric & trolley photos printed on 8x10 paper. These are the same quality photos we have been selling in area hobby shops since 1975. A new catalog is issued each March.

Orders under $25.00 add $2.00 postage & handling. New Jersey residents add 7% sales tax. Dealer inquiries invited. Foreign orders add 10% (minimum 3.00)

Dealer inquiries invited
New Jersey residents add 7% sales tax

Dept. R
PO Box 114
Flanders, NJ 07836

RAILROAD AVENUE ENTERPRISES

tled in the Rockies, there are impressive views of C424s, RS18s and RS10s snaking freight through the "two hundred miles of engineering impossibilities" along Lake Superior's north shore, or a Quebec Cartier Mining M636 and C636 rolling ore empties high above the Riviere aux Rochers, or the *Caribou* (a.k.a. the "Newfie Bullet") canting to the up-and-down, twist-and-turn alignment of CN's narrow gauge Newfoundland trackage behind NF110s. In every chapter, the mix of pictures includes some exquisite vintage color of long-forgotten diesel models and paint schemes as well as workaday steam and tower and yard and shop personnel going about their chores, all done with a wide variety of lens lengths and camera angles.

After wandering across the prairie provinces where grain elevators, 40-foot boxcars and all manner of four-axled diesels dot a landscape that stretches unobscured to the horizon, we head west into the mountains. Here's the territory Canada's most known for, and because of that I expected nothing but the same old "classic" scenes from Rogers Pass and the Spiral Tunnels. Instead, this standard fare is captured in new, refreshing views of BC Rail M630s descending into Lillooet with sulfur loads, a gray and maroon FP9 and two GP9s crossing Stoney Creek Bridge in 1965, CPR's FM C-Liners popping out of snowsheds and skirting the shore of Moyie Lake and modern CP Rail and CN freights racing side-by-side on opposite sides of the Thompson River.

The only fault I find with this book is the endpaper map which reduces Canada to a jagged, schematic blob of techno-art without even a speck of type. I had to refer to my own collection of maps and atlases in order to find out exactly where all these awesome photo locations where. That's an indication of how *Signatures in Steel* may pry you away from Cajon and Sand Patch long enough to consider the many trainscapes that lie just north of the border — B.K.

Videos

BY MIKE DEL VECCHIO

New Arrivals

The 1988 opening of the Rogers Pass line relocation project, which included the 9.1-mile Mt. Macdonald Tunnel, was one of CP Rail's most significant accomplishments of the last decade. In all, it reduced the summit altitude by over 200 feet and eliminated the need for pushers (up to six or eight units) in this remote part of British Columbia. **"CP Rail Conquers Rogers Pass,"** from Rail Innovations, P.O. Box 225, Schomberg, Ont., L0G 1T0, is a professionally shot and produced program looking at today's action in Rogers Pass. After a quick look at the turn-of-the-century (old films?) and then the 1989 inaugural train over the pass, the contemporary footage is shot from lineside and from the cab, and quite a bit of footage is shot from an aircraft — just about the only way to access these trains, and it doesn't disturb the snow. It is very well photographed, and the expert editing keeps the aerial scenes from getting monotonous. A real thrill might be to view this tape on a big screen TV with the room lights off. Done in the style of a corporate public relations effort, including professional narration, background music, maps

"Rail Freight Action-1991"
Fast, Slow, Crisp, Bright, Colorful Images
Over 70 Locations-- 10 Engine Logos --
Some steam with 2102 - 1225 - 1218 - 765
Seven 100+car trains - plus white tigers
Two Hour VHS Video $16.50 Ppd. *add NJ tax*
--------- *MenkelSounds* ---------
PO Box 195R, Rutherford, NJ 07070

TRAINS--THE WAY THEY WERE
MODERN RAILROADING OF THE 1950's. "New Directions in Modern Railroads" AND "Science Rides the High Iron." 60 min. COLOR..... $24.95
UNION PACIFIC MEMORIES. Last of the Giants, "Big boy" steam. The Human Side. 1950. 50 min. COLOR..... $24.95
CHICAGO & NORTHWESTERN RR MEMORIES. Song of the Pioneer. 1948. Service to Shippers, 1956. 55 min. COLOR..... $24.95
Write for free Catalog. VHS or Beta. $3.50 shipping any size order. VISA/MC/AMEX accepted. ILL res add 7% tax
MOVIECRAFT, Box 438, Orland Park, IL 60462
(708) 460-9082 (708) 460-9099

BURLINGTON NORTHERN

1980-1991 ANNUAL
AVAILABLE NOW!

From author Robert Del Grosso and Hyrail Productions, the continuation of Hol Wagner's BN Annuals of the 1970s. 208 pages with 16 in full color, 8-1/2" x 11", soft cover and 401 photos. Detailed chapters on all new locomotives acquired since 1980. BN's rebuild programs, unit-by-unit current roster, unit-by-unit dispositions since 1980, photo pictorials and more.

Check with your dealer or order direct now: **$45.95** postage paid in U.S. Canada and foreign add $2.50 postage. Colorado residents add 7.2% sales tax. Order now and you'll be assured of receiving your copy of this informative book. Dealer inquiries welcome. Make checks payable to:

Hyrail

Hyrail Productions
P.O. Box 55
Denver, CO 80201

and graphics, this show should please everyone. And that Rocky Mountain scenery is most impressive from the air. 30 minutes, $29.95 (VHS only) plus $3.00 shipping (Canadian res. add 7% GST, Ont. res. add 8% sales tax).

"Knox & Kane Railroad," produced by Berkshire Productions, P.O. Box 575, Brunswick, OH 44212, is a documentary-style program about the K&K, one of the less publicized tourist lines in North America. The feature attractions on the K&K are the massive 300-foot high Kinzua Viaduct and their Chinese SY-class 2-8-2 1658, built and shipped with NYS&W's 2-8-2 142 featured in this issue. This program tells a complete story with views in steam of the K&K's original steam power, Huntington & Broad Top Mountain 2-8-0 38, and the regular operations with the 1658. The footage is primarily lineside with some pacing plus views in the cab and from the tender deck of the 2-8-2. Shown are scenes of the regular passenger operations with the 1658 in sunny and cloudy weather and the photo "mixed" run with two P&LE hoppers behind the 1658 and ahead of the passenger cars in pristine sunny weather (September 1990 RAILNEWS). And, of course, trains are shown crossing the bridge. 60 minutes, $29.95 plus $3.75 shipping (Ohio res. add 5.75% sales tax).

"3751 On The Rails Again!," produced by Take One Video Productions,.10448 Kemper Road, Mojave, CA 93501, covers the first three days of the four-day *California Limited* excursion run in December 1991 with Santa Fe 4-8-4 3751. The footage was shot primarily lineside from some classic locations such as Cajon Pass, downtown Tehachapi (no loop footage in either direction) and Bealville, plus full coverage of the Victorville and Edwards photo runbys. The show is professionally narrated, and the video quality is good with generally steady compositions and occasional editing prowess, such as the lengthy pacing sequence at Kramer Junction — a broadside 3751 at speed combined with background music and narration rather than the thunderous jet-engine-like noise of a microphone out the car window at 60-per. The show ends in the rain at Mojave with 3751 moving again after being stopped by a weather-caused red signal. 54 minutes, $25.00 (VHS or BETA).

Feature Reviews

"Santa Fe 3751, Return to Steam," produced by Pentrex, P.O. Box 94911, Pasadena, CA 91109; 800/950-9333, VHS or BETA, VISA and MasterCard accepted, 60 minutes, $29.95 plus $4.00 shipping per order (Calif. res. add 8.25% sales tax).

Without a doubt, the big event in California during December 1991 was the debut trip of Santa Fe 4-8-4 3751. Its four-day run from Los Angeles to Barstow, Bakersfield and return was covered extensively in our April '92 issue. It was a trip not soon to be forgotten, and hometown video producer Pentrex has turned out a fine documentary of it.

The packaging describes this tape as a 60-minute production. In actuality, the video runs approximately 84 minutes, with the first 20 minutes dedicated to a history of the locomotive and the long road to its restoration. Opening with the December 20, 1991, dedication ceremony, the tape flashes back to

Rail History Prints

1992 U.P. Christmas Picture 16" x 24" full color print Standard $20.00. Signed and numbered $30.00. $2.00 shipping. SASE for brochure.

Rail History Prints
14611 Jefferson St.
Omaha, NE 68137
Phone - (402)895-5482

GREEN RIVER CHALLENGER by John Bromley

RAILROAD HERALDS
As Reviewed In September '91 RAILFAN
Colorfully reproduced in polyurethane plastic from handcrafted wood carvings. Over 30 to choose from, large 17"x14" format, includes shipping
ONLY $17.95 EACH
SEND TO Rail Plaque 1022 Wesley Oak Park, IL 60304 FOR FREE BROCHURE

GREAT NORTHERN RAILWAY
CHICAGO NORTH WESTERN SYSTEM
MISSOURI PACIFIC LINES

Annoucing - a New B&O Book!

Baltimore & Ohio Passenger Service 1945-1971, Vol. I
The Route of the National Limited

by Harry Stegmaier

This first of three volumes on the B&O's post-WWII passenger service will be ready in *late May/early June*. It's the history of trains on the mainline Baltimore and Washington through W. Va. and Ohio to Cincinnati and on to St. Louis. Chapter on each train includes history, consist notes, and illustrates the train and its amenities. 112-pages on heavy 100-lb coated paper. B&W and color photos, maps, diagrams, charts; softbound w/color cover. Retail $18.95 + $2.50- S/H - ***Pre-publication special through May 1992 - $15.95 + $2.50 S/H. Order today!***

Va. residents add 4.5% sales tax; foreign orders $4 S/H.

TLC Publishing(Dept RF) - Rt. 4 - Box 154 - Lynchburg, VA 24503

RAILROAD CONDUCTOR CAPS

AUTHENTIC RAILROAD CONFIGURATIONS

$29.00 each
PLAIN WITH GOLD CAP STRAP

$35.50 each
WITH TWO ¼" GOLD BRAIDS AND GOLD CAP STRAP

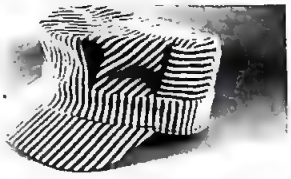
Conductor Caps manufactured as a standard in dark navy blue. Available in black or other special colors for $5.00 additional charge.

SOLID BRASS CONDUCTOR, TRAINMAN, BRAKEMAN, AND MOTORMAN BADGES.

$19.00 each or
$50.00 /set of any three.

For purchase of badges, PA customers add 6% and NJ and Phila., PA add 7% sales tax.

HICKORY STRIPE ENGINEER CAP



SIZES S, M, L, XL, XXL **$7.95** each

DELIVERY FREE - to your location anywhere within the Continental United States.

Send your order with check or money order to:

TRANSQUIP COMPANY
91 BLUEJAY ROAD
CHALFONT, PA 18914
(215) 822-8092

Specify cap size.
Please allow up to 30 days for delivery.

VISA MasterCard

We also custom manufacture railroad conductor uniforms (sack coats, trousers and vests).

Write for pricing information.

DEALER INQUIRIES ENCOURAGED

the engine's removal from Viaduct Park on panel trackage in the street and the move to the California Steel Industries facilities at Fontana. Interior scenes of the restoration at Fontana are followed by the October 13-19, 1991, rollout, which is used effectively as a backdrop for a history of the 3751-class 4-8-4s. The tape then returns to the December break-in run to Hobart Yard with 70 piggyback cars and shows runbys at San Bernardino, Grant Terrace, Riverside, Corona and Santa Ana Canyon.

The *California Limited* footage starts with the 3751 and her train majestically rolling past the station in Pentrex's hometown of Pasadena on the ferry move in to Los Angeles Union Passenger Terminal. After the train passes under a lovely concrete arch bridge in South Pasadena the scene shifts to activities at LAUPT including an interview with one of the crew members. The special is seen leaving LAUPT and rolling south along the graffiti-covered banks of the Los Angeles River, past Amtrak's Redondo Junction roundhouse.

Green River Golf Course provides our first glimpse of the 3751 at speed, and it is followed by two more shots at Corona. A huge crowd greets the arrival of the train at San Bernardino. The departure is captured in five minutes of rock-steady pacing along Highway 40 in beautiful low angle late-afternoon winter light that really shows off the magnificent profile of the big 4-8-4. After passing over the motorcaders on Highway 40, we see her rounding Sullivan's Curve, thundering up through 7X crossing and leaning into the big curve just below Summit. The first day's activities close with her arrival at Barstow in a beautiful night sequence.

Saturday's activities begin with a quick survey of Barstow and the dramatic departure. The sound of the 3751 marching up out of a shallow depression towards Mojave after the North Edwards runby is awesome, and the steam effects in the cold moist air are magnificent. On the big S-curve at Warren, just north of Mojave, the 3751 has a rolling meet with a seemingly endless container train whose empty rear cars clear just in time for a great runby with the 4-8-4. After the water stop at Tehachapi, the famous loop is shown from the hill above Tunnel 10. Then there's a meet with a freight at Woodford and the big curve at Caliente in good light. The *piece de resistance* of the day, however, comes at Sand Cut where the 3751 thunders upgrade through the S-curve in perfect afternoon sun.

The Sunday run back to Barstow begins as the train leaves Bakersfield and rolls through Edison, but the weather is deteriorating rapidly by the time she circles Caliente and then works through Bealville. Heavy overcast and rain greets the meet with Santa Fe hotshot 199 at Woodford where the 3751 holds the main and the freight rolls through on the siding. An impressive start-up sequence here is followed up by a reverse of the previous day's footage at the loop. A shot a Warren is followed by a closing shot in driving rain at Sanborn. Anyone still shooting video footage at this point in the weather deserved an "Atta-boy" for perseverance.

Glorious sun washed the departure of the *California Limited* from Barstow on Monday, December 30th, with a wonderful display of steam from the stack and cylinder cocks. This

Indiana Railroad

The Magic Interurban

Catch the *Hoosierland!* During the 1930's the premiere electric interurban train ran through the central Indiana countryside from Indianapolis. Today you can't actually ride this trolley line, but you *can* enjoy it in George Bradley's newest book. He brings the Indiana Railroad to life again: its city cars and buses . . . its freight motors and trains . . . its big interurban cars on the lesser routes . . . and of course its new "high-speeds" earning their name on the *Hoosierland.* Almost 300 photos, some in full color. It's all yours for $55 postpaid—never a "postage and handling" charge when you order direct from CERA.

In Illinois add $4.40 sales tax.

Central Electric Railfans' Association
An Illinois not for profit corporation
Post Office Box 503 Chicago, Illinois 60690

" KNOX & KANE RAILROAD "

Another New Video From BERKSHIRE!

Made in cooperation with the Knox & Kane Railroad, this program tells the story of this short line operation and is the "official" videocassette of the line.

Highlights Include: ● In-Cab, On-Train, and Trackside Action ● Crew Preparations and Servicing ● Kinzua Viaduct ● The "New" Tang Shan Built SY-Class, 2-8-2, #1658M - including her VIP Maiden Run ● Baldwin Built ex-Huntington & Broad Top 2-8-0, #38

60 Minutes - $29.95

Plus $3.75 Shipping (Overseas - $7.00
Ohio Residents add 5.75% Sales Tax.

Over 40 Other Great Railroad Videos.

BERKSHIRE PRODUCTIONS
P.O. Box 575
BRUNSWICK, OH 44212
1-800-322-7650

BE SURE NOT TO MISS THIS IMPORTANT RAILROAD EVENT!

11th RAILROADIANA AUCTION

OVER 740 LOTS OF QUALITY R.R. COLLECTIBLES

Featuring consignments from prominent collectors including over 2,000 stocks and bonds from the Francis Goldsmith Estate. Also **6 color cast globes** from the L.V.R.R. 6-inch GC, P&R 6-inch GC, B&M 6-inch BC Barrel, and others. Rare brass presentation lantern with green over clear globe marked M.C.R.R. (Maine Central). Collection of more than 50 rare narrow gauge New England passes made out to N. Beal, President of the Sandy River R.R. Many early Poor's Manuals and Official Guides. Also a large group of pre-1900 timetables, locks & keys, railroad china & silver, 3 locomotive bells, whistles, broadsides, signs & out of print books. Many other rare items too numerous to mention.

SUNDAY, APRIL 26, 1992

MERCY COLLEGE, 555 BROADWAY (ROUTE 9), DOBBS FERRY, NY
INSPECTION 8:00 A.M. — AUCTION 10:00 A.M.

DETAILED AUCTION CATALOG AVAILABLE FOR $6.00

INFO: THE DEPOT ATTIC AUCTION
DEPT. A, 377 ASHFORD AVENUE, DOBBS FERRY, NY 10522, PHONE: (914) 693-5858 EVENINGS

If you have quality railroad items that you wish to consign for future auctions please contact us at the above address for more information.

is followed by a great runby on the fill at West Barstow and a nice sequence at the Victorville narrows. The good light carries through the cresting of Summit, and the roll down through Summit Valley is complimented by a nice going-away shot followed by a rollby at Blue Cut. The arrival at San Bernardino is seen from the curve entering the station platform, and then we are back in Los Angeles at Mission Tower where the credits roll while the train begins backing into the station.

The four day event had become almost a test of endurance for the video crews, as precocious Southern California served up four seasons in four days: sun, wind, rain and snow. The pre-dawn to after dark hours coupled with the automobile traffic make it remarkable that the quantity and quality of footage seen here could be shot even by three crews. If you were there, you will want this tape to remember the event. If you were unable to experience the return of 3751 to steam first-hand, this tape will make up for it — JACK NEVILLE.

"Steam and the Dragon," by Goodheart Productions, P.O. Box 47131-R, Chicago, IL 60647, VHS or BETA, check or money order accepted, 50 minutes, $40.00 postpaid, Canadian orders add $1.00 postage per tape (Ill. res. add 8% sales tax).

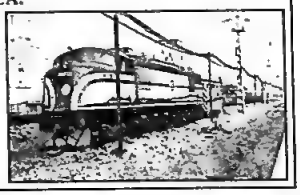
When main line steam faded from the scene in the United States, hard core enthusiasts ventured to Canada, then Mexico and Europe to maintain their avocation. Travel to South Africa was needed to extend the heavy main line experience into the mid-1980s. Almost on cue, the great unknown of China was opened to travel. Since then, numerous groups and individuals have plied the land of Confucius to keep the steam dream alive into the 1990s. Herein we see the result of at least one trip to Northeastern China by Railfilms Ltd. of the United Kingdom as participants in tour(s) run by RT&P (Railway Travel & Photography). The resulting 50-minute tape conveys a good feel of what one might experience, even today, if they ventured to China to see heavy, main line steam action.

Suffice it to say that a country that holds over a billion people is neither small nor easy to get around in, given an absence of infrastructure, formidable language barrier and a closed society. China's steam operations are still not fully discovered by railfans, and even less so in 1986 when this footage was shot. As a consequence, this tape concentrates on the then well-known and readily accessible Northeastern (Manchurian) steam centers.

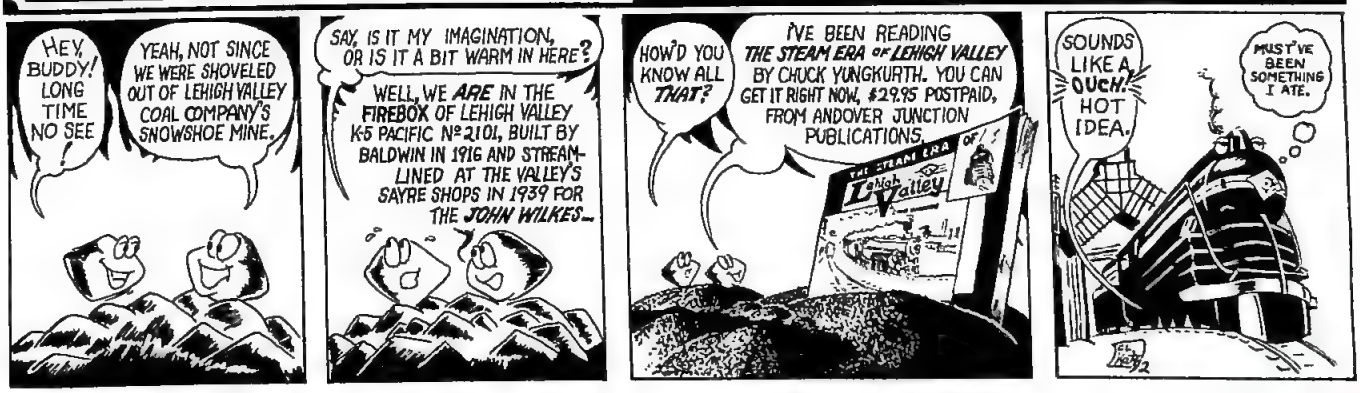
We start our survey with some introductory scenes of Beijing and the Forbidden City and then spend some time in Harbin watching QJ 2-10-2s from a road bridge over the yard throat. There are light locomotive moves and a few freights departing doubleheaded, all with good steam effects. After a visit to the local engine shed, at which we see the well decorated "Mao" engine and workers polishing the locos, we head for the grade south of town known as Wang Gang Bank — good action here. After a likely overnight train ride we are in the far northern Manchurian town of Nancha, where there is

NEW
CRV Productions
Santa Fe
SANTA FE
Snow-Blowing in Kansas
Come along with CRV Productions as we take you on a two day journey through western Kansas with *Santa Fe's last rotary snowplow.* See the action as the rotary makes a rare appearance clearing drifts on Santa Fe's Great Bend Subdivision between Ness City and Scott City Kansas in November of 1991. Exclusive *on-board footage* shows the operations of this one-of-a-kind piece of railroad machinery. This footage is a must see for all rail fans interested in unique rail operations.
Send Check or Money Order to:
CRV Productions
P.O. Box 771101
Wichita, KS
67277-1101
$29.50 + $2.50 Postage & Handling
KS Residents Add 5.25% tax
VHS Only
Also available: Santa Fe the Kansas Way.
Vol. 1—2 Hrs in VHS only
$42.50 + $2.50 postage and handling. KS residents add 5.25% tax.

SOUTH AMERICAN RAIL ADVENTURES
STEAM IN THE ANDES: Departing August 15 for Ecuador with 11 charter trains using Baldwin steam, and railcars over spectacular 5.6% grades including the famous Devil's Nose switchbacks. Ecuador is now the greatest mountain steam show in Latin America! Tour is 12 days with a 7 day option. Prices including air from Miami start at only $1,795.
BEST OF SOUTH AMERICAN TRAINS 92: Departing September 24 for 30 days in Ecuador, Chile, Bolivia, Argentina and Paraguay. Full tour 30 train rides (27 charters), using old classic steam, diesel and electric, 32 workshops, 28 railroads on 9 gauges. Shorter options available starting at only $2,695 including air from Miami.
GERMAN RAILS 92: Three week tour starting September 10 exploring the many steam lines. 90 train rides including 20 charters have been packed into this tour. One week options start at $1,549.
OUR 8TH YEAR IN LATIN AMERICA!

Write or call for our color brochure and Railfan Planner
TRAINS UNLIMITED, TOURS
P.O. BOX 1997
PORTOLA, CA 96122
(916) 836-1745
FAX (916) 836-1748


DES PLAINES HOBBIES
PROBABLY THE BEST LITTLE TRAINS' BOOKSTORE IN CHICAGOLAND
OPEN 7 DAYS A WEEK
NEW — USED — BUY — SELL
1468 Lee Street (Rt. 45) · Des Plaines, IL 60018
Phone (708) 297-2118

ANDOVER JUNCTION PUBLICATIONS
PO BOX 1160 ANDOVER, NJ 07821
AT YOUR DEALER OR ORDER DIRECT; NJ RESIDENTS ADD 7% SALES TAX.

HEY, BUDDY! LONG TIME NO SEE
YEAH, NOT SINCE WE WERE SHOVELED OUT OF LEHIGH VALLEY COAL COMPANY'S SNOWSHOE MINE.
SAY, IS IT MY IMAGINATION, OR IS IT A BIT WARM IN HERE?
WELL, WE ARE IN THE FIREBOX OF LEHIGH VALLEY K-5 PACIFIC Nº2101, BUILT BY BALDWIN IN 1916 AND STREAMLINED AT THE VALLEY'S SAYRE SHOPS IN 1939 FOR THE JOHN WILKES...
HOW'D YOU KNOW ALL THAT?
I'VE BEEN READING THE STEAM ERA OF LEHIGH VALLEY BY CHUCK YUNGKURTH. YOU CAN GET IT RIGHT NOW, $29.95 POSTPAID, FROM ANDOVER JUNCTION PUBLICATIONS.
SOUNDS LIKE A OUCH! HOT IDEA.
MUST'VE BEEN SOMETHING I ATE.

TAPE OF THE MONTH

ROTARY SNOWPLOW THROUGH THE ROCKIES

Travel to the scenic Rocky Mountains for one of the rarest and most spectacular events in railroading...the run of a steam-powered Rotary Snowplow!

In early May of 1991, the Cumbres & Toltec was forced to run its famed Rotary OY to open the snow-bound Cumbres Pass. Join in the fun as the Rotary, pushed by doubleheaded 2-8-2's, blasts through the heavy snow. The OY makes quite a sight as it bores through snow that is several feet deep.

Mother Nature even joins in as we see the Rotary train at work in a freak May snowstorm. Near-whiteout conditions prevail as the train fights up the 4 percent grade at Windy Point!

Ride aboard the OY and the plow train (a Railway Productions exclusive), and get an up-close tour of the inside of the Rotary, complete with a view of the churning gears!

In addition to the fantastic action, we get to see the human side of the operation as well. See the OY being prepared for service, and even join the sectionmen in the bunk car as they make chili—for breakfast!

Other human touches include discussions with Rio Grande oldtimers who recall running the snowplow in some of the worst blizzards on record.

Don't delay, ORDER YOURS NOW!

1 hour $29.95

Call TOLL FREE (800) 248-9670
MC VISA CHECK MO
ADD $3.00 Shipping
WRITE OR CALL FOR FREE CATALOG

RAILWAY PRODUCTIONS
8081 S. MADISON · SUITE 243
INDIANAPOLIS, IN 46227

NEW BOOK! **ON THE THREE FOOT GAUGE**
by MEAD
at your book or hobby store.

MEAD 520N 20024

ARTICULATED STEAM LOCOMOTIVES OF NORTH AMERICA VOLUME II

NEW BOOK

COMPLETES THE HISTORY OF INVENTION AND DEVELOPMENT OF 10,000 ARTICULATED LOCOMOTIVES
370 PHOTOS, 256 PAGES
POSTPAID USA $39.

SUNDANCE PUBLICATIONS Limited
250 Broadway, Denver, CO. 80203
Telephone 303 - 777 - 2850

double track main line action as well as a single track branch line. The branch, in a very short distance, traverses a severe grade in two directions, dictating helper service and excellent exhaust effects. The weather remains clear and cold. You will see RM-class Pacifics on passenger trains, plus JS-class Mikados and the ubiquitous QJ-class on freight. Angles are varied, with some glint-lit shots and one nice long pan on a fill. This is one of the nicest and easiest lines to do, worthy of several days, and it is fairly represented here. Journeying down the main line we stop at Langziang which boasts a double track main line helper district (in winter) plus a 600mm 0-8-0 tender-engine powered logging line. (There aren't many trees in Manchuria, so pay attention!) These engines are so small that the coal scoop is about the size of a child's beach shovel, but the domes would do a C&O Kanawha proud. We see numerous runbys with passenger and log buggies on this remote and woodsy narrow gauge line. Artsy camera work at standard gauge Suiha shed is next with locomotive closeups continuing at the Changchun shed. Changchun is a must on every tour, as so many steam trains come and go at East Junction it's hard to keep your cameras loaded. Here we see some SL-class Pacifics, now being rapidly retired. We go back to the main line at Langziang for good doubleheader action along the frozen river, then return to East Junction in Changchun for numerous passenger and freight trains with varied power. The steel mill town of Anshan is next, where see SY-class 2-8-2s at work at the mill (the same class of 2-8-2 purchased by the NYS&W, featured on page 48). We also see rare YJ 2-6-2s and an XK-class 0-6-0T switching cars. There is more SL action on the main line around Anshan before we see a U.S.-designed 2-8-0 (Class-KD6) at Fushun. The tape concludes with a montage of various railroad scenes and civilian views around Beijing.

The good news is this tape presents a quick and competent look at Chinese steam exactly as you might experience it on a tour, including snippets of local life. The bad news is that a number of the scenes shown can no longer be seen in person due to the press of locomotive class retirements and dieselization. However, there is much more to Chinese steam than shown in this tape, so if the bug bites, at least one visit is still worth it.

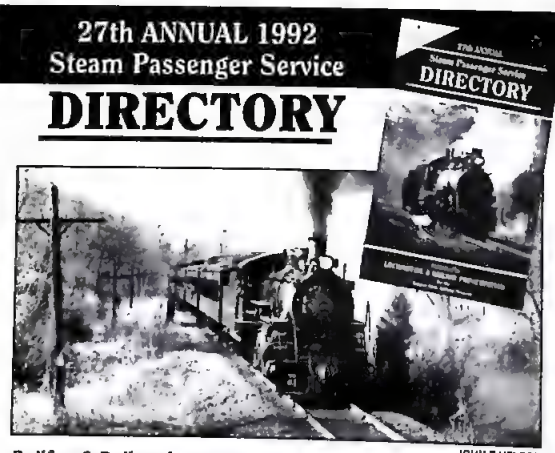
The original footage was filmed on 16mm negative stock, and the images are quite good. The dubbed sound, after an early mismatch with the action, picks up to be quite competent (sounds appear authentic to me). Camera technique is more of the classic style — generally fixed focal lengths with pans, etc., but little follow zooming (which I prefer) — with occasionally suboptimal framing and pans. Overall, this is a good, clean effort with occasional excellence. As always, narration in the Queen's English is a pleasant experience. Nonparochial armchair travelers would do well to view this tape to expand their horizons. For round-eyed devils contemplating their first trip (I recommend March), this tape is also recommended. So is a large supply of cough medicine, cold tablets and photos of the steak and baked potatoes you won't get while there — TOM KELCEC.

We'd like you to meet...

Richard M. Gladulich

The author of this month's feature on the Pennsylvania Railroad's E44 electrics was

27th ANNUAL 1992 Steam Passenger Service DIRECTORY



JOHN E HELBOK

Railfan & Railroad magazine says:

"For anyone interested in seeing steam trolleys or historic diesels, this is the most valuable publication in the railfan field."

Steam Passenger Service DIRECTORY
P.O. Box 599
Richmond, Vermont 05477
In U.S., MasterCard/Visa orders:
1-800-356-0246

Published by *Locomotive & Railway Preservation* for the Empire State Railway Museum

Updated timetables, fares and photos of 306 steam, diesel and trolley operations, and railroad museums in the United States and Canada.
352 pages.

Available spring '92 at tourist railroad gift shops and hobby shops, or write direct.

Only $9.95
(U.S. Funds, please add $1.75 shipping)
(Vermont residents, please add 5% Sales Tax;
International orders, $9.95 plus $2.50 shipping)

born in Trenton, New Jersey, and at the age of six months moved to Westmont, N.J., where he has lived ever since. Growing up a short distance from the Pennsylvania-Reading Seashore Lines Atlantic City main line in the 1950s, he was exposed the last of PRR steam — mostly B6sb 0-6-0s and the magnificent K4s Pacifics. He was particularly fortunate that his paternal grandmother lived about a mile away directly alongside the same PRSL tracks in Collingswood, and he went to her house as often as possible to watch the action up close. In addition to PRR K4s, there were also Reading G3 Pacifics, PRR motor cars and even Alco PA1 passenger units on the PRSL's Camden-Atlantic City *Boardwalk Flyer*. His real treat, though, was watching a midday local switch job that usually drew an old PRR B6sb switcher. After a while, the crew became friendly and began to offer rides on that old B6.

As a reward for good grades, Rick's late father would take him down to the PRR enginehouse in Camden, which at the time was one of the last meccas for PRR steam. In addition, each year the family would go away for a week's vacation, which got him a look at a Nickel Plate Berkshire at speed in Erie, Pa. They would also make periodic trips to Wilkes-Barre, Pa., to visit his maternal grandparents, where he was treated to sights such as two PRR L1 Mikados pushing an RS3-powered Delaware & Hudson freight train out of town.

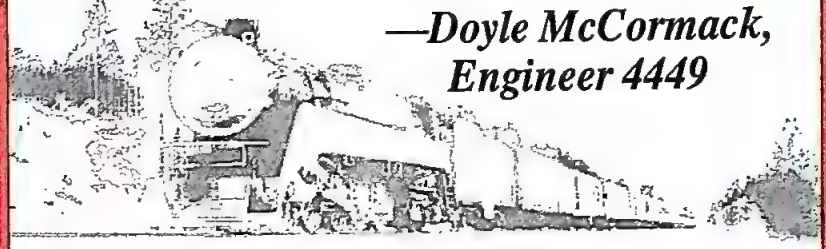
After graduating from high school, Rick was drafted into the U.S. Army at the height of the Vietnam war and "spent a year in that God-forsaken country, first as an infantryman and later as a finance clerk, collecting a purple heart in the process."

Upon return to the U.S., he was assigned to the finance office at Fort Benning, Ga., just outside Columbus, where he encountered the Central of Georgia. Although rather "Southernized" by then, the CofGA quickly became a favorite. Nearly everyone there was quite friendly — even the tough old special agent who often looked the other way

See what happens when a storm dumps fresh snow in the path of 4449 climbing Mt. Shasta

"*Shasta Daylight* is the *best* 4449 video tape I've ever seen!"

—Doyle McCormack, Engineer 4449



Learn a new definition for "guts" as 4449 thunders up the scenic Sacramento River Canyon

See history re-created when 4-6-2 2472 doubleheads with 4449 along Carquinez Strait

Brodcast Quality Video
STEREO sound
Specify VHS or Beta when ordering

$29.95

plus $3.00 P&H,
Illinois residents add 8% sales tax.
Canadian orders add $1.00 extra per item for postage.

GOODHEART Productions

Goodheart Productions
P.O. Box 47131-RD1
Chicago, Illinois 60647

Also available in fine hobby stores

RAILFAN BINDERS

RAILFAN & RAILROAD

Make your RF collection easy to find, organized, and safe; ready for instant use. Handsome official deep red binders are stamped in gold & hold 12 issues. Include actual street address as well as P.O. box number for quick delivery. N.J. residents add 7% sales tax, Canadians add 7% G.S.T.

$7.50 + $1.00 postage each.
($2.00 postage outside U.S.A.)

RF BINDERS, Carstens Publications, Inc.
P.O. Box 700, Newton, N.J. 07860-0700

RAILROAD MOTIFS AVAILABLE

UP TO 80% OFF
WALLCOVERINGS
ANY BOOK

ALL WALLPAPER
ANY BOOK SEEN ANYWHERE

- All 1st Quality
- Instant Price Quotes
- Free Freight

UP TO 80% OFF
WINDOW BLINDS
ALL MAJOR BRANDS
ALL STYLES

- Verticals
- Pleated Shades
- Horizontals
- Roller Shades
- Mini-Micro
- Real Wood
- Mini Blinds

NO UPS CHARGES
NO SALES TAX (Except MI)
SAME DAY PROCESSING
ALL 1ST QUALITY
VISA AND MASTERCARD ACCEPTED
DEAL DIRECT AND SAVE
KNOWN FOR LOWEST PRICES

VISA MasterCard

SHOP AT YOUR LOCAL STORE AND CALL FOR PRICE

1 800 521-0650

POST WALLCOVERING DISTRIBUTORS, INC.
HOURS: MON.- FRI. 9-8:00 SAT. 9-6:00 E.S.T.
FOR YOUR CONVENIENCE – FAX 313 338-7943

when Rick went to visit their busy engine terminal. While in the south, Rick also developed his interest in short line railroads after being exposed to the Chattahoochee Valley, Sandersville and Atlanta & St. Andrews Bay, all of which he photographed extensively.

While stationed at Ft. Benning, he enrolled at nearby Columbus College where he received a BS Degree in Business in 1972. Returning home to Westmont, Rick soon landed a job as an auditor with the Penn Central Railroad and continued under Conrail, last working as the chief mechanical officer's budget person. During that time he earned an MBA Degree from Drexel University in Philadelphia. With the departure of Conrail from the commuter passenger business in 1983, he joined Metro-North Commuter Railroad's mechanical department, where he currently work as a supervisor of the Equipment Management Information System.

While with Conrail, Rick became interested in the railroad preservation movement, and working as a volunteer with the Railroad Museum of Pennsylvania he spent many hours acquiring for them numerous pieces of rolling stock, the latest of which is a near mint condition Baldwin S12 switcher from the Earle Naval Ammunition Railroad at Colts Neck, New Jersey.

Rick considers himself fortunate to work for two men who have been extraordinarily supportive of his interest in railroading. As he notes, "My department manager Frank Paldino, a former New Haven mechanical foreman, is one of the finest men I have ever worked for. In an industry that too often promotes 'pipewrench diplomacy,' Frank has been nothing but a gentleman. The other is Metro-North Vice-President Operations Richard C. Kirner, a former NYC and MNCR mechanical officer. 'RCK,' as he is known to us, is one of a relatively few railroad executives who genuinely believes in the value of railfans to his organization. I am actively encouraged to keep him informed of any information that I glean from the 'railfan grapevine.' This has paid off many times for our organization, such as when through the 'grapevine' Metro-North learned of and was able to obtain 22 renovated former-SEMTA coaches during an acute equipment shortage as well as locate several surplus former MBTA F10 diesels which we are currently negotiating for. I have also been encouraged to locate and assist with the purchase of numerous box, tank and flat cars used for work train service by Metro-North."

Although the E44 article is Rick's first R&R byline, he has been a frequent news and photo contributor and has had articles in *Trains* Magazine. In 1987 Interurban Press published his hardcover book *By Rails to the Boardwalk*, a history of the PRSL and South Jersey railroading.

When not involved with his job or at the museum, Rick spends with longtime friend Barbara, a Philadelphia social worker. "She, unfortunately, does not share my interest in the hobby but has broadened my horizons by introducing me to classical music and the theatre. We are regular attendees at concerts given by the Philadelphia Orchestra as well as performances by the Pennsylvania Ballet and the Opera Company of Philadelphia. Other activities include visiting Atlantic City casinos as well as dining out at gourmet Italian restaurants in both New York and Philadelphia."

George A. Forero, Jr.

The man who followed Susquehanna's 2-8-2 throughout New England is somewhat new to these pages, and he tells his own story:

"I was born in 1948 in Brooklyn, N.Y., and grew up on Long Island in Mineola. Our house was within whistling range of both the main line and the Oyster Bay branch of the LIRR and that — or perhaps the friendly operator at "Nassau" tower or walks along the disused Creedmore spur with my Aunt Ann — precipitated a life-long interest in railroads.

"This was despite the fact that Dad was a flight engineer for Seaboard World Airlines and until I went to work on the railroad I had far more cockpit than cab time. I flew the "jump seat" on Super Connies, CL44s and DC8s before my career, stiffer FAA rules and merger with Flying Tigers put an end to such joy rides. I still enjoy flying and have had a pilot's license since 1974.

"My first railroad job was as an extra board clerk on the LIRR during the summer of 1969 while attending Villanova University. My fa-

Bound Volumes

ORDER NOW!
STOCK IS LIMITED

Still Available
VOLUMES 57 & 58
Railroad Model Craftsman
VOLUME 8
RAILFAN
$36.00
EACH

RAILROAD MODEL CRAFTSMAN
RAILFAN & RAILROAD
Carstens PUBLICATIONS, INC.

Reader Service Dept. Dept. 6655
PO Box 700
Newton, NJ 07860-0700
Enclosed find US$ .....
Please send the following
_ Vol. 57 RMC (1988-1989)
_ Vol. 58 RMC (1989-1990)
_ Vol. 8 R&R (1989)
Card No. .....
Name .....
Street .....
City .....
State/Zip .....
Signature .....

$10. minimum on VISA/MC/AMEX/OPTIMA. Postage & Handling US $2. Outside US add 20% for insured shipping. NJ residents add 7% sales tax, Canadians add 7% G.S.T. Please allow 4-6 weeks for delivery.

VIDEO
NORTHEAST RAILROADING IN 1950's
COLOR • SOUND • HALF HOUR
• NYC Hudson, Harlem, West Shore Lines
• PRR GG-1's P5A's On Main, Erie & D&H PA's
• Plus DL&W, NYO&W, B&O, PRSL, CNJ
Send for illustrated Brochure
Crestline Studios
49 Lynne Road
HOPEWELL JCT, NY 12533
$29.95 ppd.
VHS or BETA

Please mention RAILFAN & RAILROAD whenever writing to our advertisers. You'll help make R&R even better.

Conway Scenic RAILROAD
Nostalgic 1-hour 11-mile train ride powered by steam or early diesel locomotive. Open air and enclosed restored coaches, First Class available. Free museum. Gift Shop. Snack Bar. Roundhouse and operating turntable.
Weekends April 18 - May 17.
Daily May 18 - Oct 25.
Weekends Oct 31 - Dec 20.
ANNUAL RAILFAN'S DAY
SEPTEMBER 19, 1992
All day railroad activities for the railfan and family.
SASE for brochure
CONWAY SCENIC RAILROAD, INC.
P.O. Box 1947, North Conway, NH 03860
603-356-5251

vorite assignments were vacation relief jobs at Locust Valley and St. James. The latter station was scheduled to open at 6:00 a.m., just missing a 5:50 a.m. inbound train. I usually arrived early and couldn't see "hiding" behind the closed ticket window, so I opened up and sold tickets as soon as I arrived. I've often wondered if the regular agent or the LIRR received any complaints from commuters when I left and these extended hours ceased!

"Later that year, when I came home for a ten-day Christmas vacation, I called the LIRR to see if I could mark back up on the board for that period. They must have been glad I called, since I worked nine of the ten days! By then I was hooked and made the decision to turn my avocation into a railroad career. As the poet Robert Frost wrote '...and that has made all the difference.'

"Now, for a quick review of where that path has led me. Upon graduation in 1970 I joined the Soo Line as an assistant trainmaster. I distributed locomotives at headquarters in Minneapolis, ran the container yard at Schiller Park, worked at Fond du Lac and later at Shoreham Yard back in Minneapolis. Memorable events include the derailment of 26 cars into a propane dealer's yard at Allenton, Wis., from a train headed up by a set of A-B-B-A Erie Lackawanna F7s on lease to the Soo, in the wee hours of a Saturday morning. I was in my Volkswagen "bug" about a mile away on adjacent Highway 41 when the sky lit up. My first thought was 'there goes the weekend.'

"My Soo Line career (as well as that of many others) came to an end in 1975 due to the recession. The only railroad hiring at the time was the BN out on the burgeoning coal lines, so I headed for Alliance, Nebraska, walked in the door and became a BN employee less than an hour later. I took the first job available — third trick roundhouse crew caller — and actually enjoyed every minute. I hiked Crawford Hill, followed the C&NW from Chadron to Bentonite Spur and out to Riverton, Wyo., got a ride on the UP local down to Cheyenne from Gering, Neb., and rode a coal train to Newcastle.

"All good things must come to an end, however, and in April 1976 I received an offer from Amtrak I couldn't refuse. I started in St. Louis as a district supervisor-operations, took a transfer to Galesburg, Ill., and by 1979 was back in St. Louis as assistant division manager, St. Louis Division. In 1980, however, I found myself in Evanston, Ill., attending a graduate program at Northwestern University on a fellowship to its Transportation Center. When the classwork ended later in 1980 I found a job waiting at Amtrak headquarters in Washington, D.C., as assistant director-operations audits. This entailed dealing with the contracting railroads, from negotiating switch engine hours billed to Amtrak to investigating delays, adjusting schedules and implementing new routes or services. During this period the *Zephyr* was rerouted over the D&RGW, and that part of the contract talks with the railroad involving schedule and power-to-weight (h.p./ton) ratios necessitated weeks of 14-hour rides on the head end of No.5 and No.6 back and forth through the mountains and spectacular scenery between Denver and Salt Lake City. It was a tough job, but somebody had to do it.

"It was an interesting position, but after a while the traveling got old, and I wanted to get back into day-to-day operations. In 1987 I became the assistant transportation superintendent for Amtrak in Boston, the job I hold today.

"Photography as a hobby came early, partly due to my grandfather's darkroom in Brooklyn (I still use his Omega D-II enlarger, which I inherited). The photo departments of high school and college contributed especially to darkroom technique. The ability to control and manipulate the image of a print from a negative has kept me in black & white far longer than has become fashionable. I prefer large format for b&w work (4×5 or 2¼ square), but find 35mm Kodachrome perfectly acceptable for color slides. I have two 4×5 Graflexes, a Hasselblad for 2¼ (replacing a 20-year association with Bronicas), an old Nikon F whose meter no longer works, and a Minolta for general slide use. I usually try to pick the right camera for the job and seldom travel with more than two of the above.

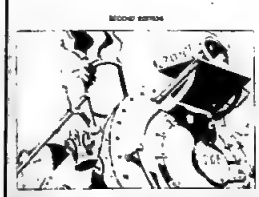
"Over the years I have been privileged to run locomotives ranging from a 1937 Ingersoll-Rand to AEM7s. I've spent hours switching cars with a RSC2, had some pleasant days pulling freight behind a Soo Line RS1, taken an RRE excursion up to 100 m.p.h. down the "Shore Line" and brought the *Montrealer* down Roxbury hill on dynamic braking. Under the new FRA engineer certification regulations I hold Amtrak Certificate No.7.

"My wife Mary and daughter Rachael both understand that family vacations will have some railroading in them. Mary is also a 15-year Amtrak veteran who enjoys travel, and Rachael has been helping out in the darkroom by developing my test strips. What more could I ask?

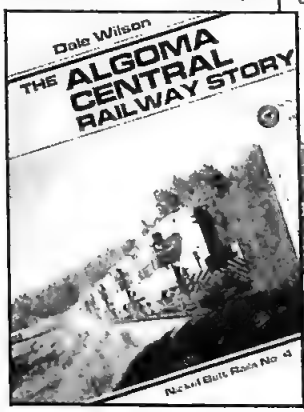
Zippo LIGHTERS and OTHER ITEMS
CHROME - BRASS - MATTE FINISH
WITH OR WITHOUT RR EMBLEM
CHOOSE FROM OVER 200 EMBLEMS
1-800-932-3389 10-8 ET
MASTERCARD & VISA ACCEPTED
G C WINEHOLT RR GIFTS
RR 1 BOX 580 BROGUE PA 17309

TWO RAILFAN SPECTACULARS
NEVADA NORTHERN OCT. 31-NOV. 1
CALIFORNIA WESTERN NOV. 5-7
Charter passenger, freight and mixed with steam, diesel, and railcars. Photo run-bys, night photos and shop visits.
WRITE OR CALL: P.O. Box 1997 Portola, CA 96122 (916) 836-1745 FAX (916) 836-1748
TRAINS UNLIMITED, TOURS

Over 350 RR Emblems
Embroidered Cloth
DEALER INQUIRIES INVITED
137 Old Long Ridge Rd., Stamford, CT 06903
Catalog & 3 Samples $2.50
W.N. RICH

SOUTHERN STEAM
EXTRA SOUTH

H. REID
EXTRA SOUTH
H. Reid. Nostalgic unhurried overview of southern railroading as it was on the Tweetsie, Southern, Norfolk & Western and many short lines. Superb rare old photos. New expanded 2nd edition. 8x11. (C53).....21.95
VISA/MC/AMEX/OPTIMA Accepted. P&H US $2. per book. Outside US add 20% for insured shipping. NJ residents add 7% sales tax. Canadians add 7% G.S.T.
CARSTENS Publications, Inc.
Carstens Books, Dept. 4850
P.O. Box 700, Newton, NJ 07860
(201) 383-3355

BOOKS : NOT VIDEOS
For the first time ever: *Canadian Railway Atlas* in 32/8½" x 11" pages in soft covers, 28 multi color maps showing all lines, trackage rights, main yards, stations, station index. *FREE!* 38½" x 27" color wall map. *Wall map only in mailing tube: $ 10.00.* ▶ $25.
▼ 208/8½" x 11" pages, 408 b.&w. photos, 6 color, color patches, text, maps, rosters, equipment and yard plans. *$ 40.00 for hard cover.* ▼ $30.
TRACKS OF THE BLACK BEAR


Dale Wilson
THE ALGOMA CENTRAL RAILWAY STORY

ATLAS
CANADA
◀ Our A.C.R. color album in 64/8½" x 11" pages in soft covers, 64 pages, 31 b.&w. photos, 64 glorious color photos, maps, text, rosters. ◀ $30.
In Canada: Box 483, Stn. "B" Sudbury Ontario P3E 4P6
Nickel Belt Rails
In the U.S.A.: P.O. Box 578 Houlton ME 04730, U.S.A.
Canadians add 7% G.S.T. ■ Shipping post paid. ■ U.S. funds for U.S. orders.

GOLDEN SPIKE ENTERPRISES INC.

★★★★ *Railroad Memorabilia* ★★★★

One of the nation's leading dealers in railroad memorabilia offers railroad dining car items, lanterns, and other railroadiana from the glory days of railroading.

Send $1, and large SASE for listing, refundable with purchase.

Golden Spike Enterprises Inc., P.O. Box 422 Williamsville, NY 14221 (716) 689-9074

Save Your RAILFAN Magazines in Handsome Deep Red Binders

See Page 33 For More Details

There's alot more to railroading than just watching engines going over a crossing... and this is the only video that shows it to you!

The View From The Cab
A Brakeman's Video Diary

87 mins., VHS only
$39.95 + $4 s/h (NY + 7% tax)
Send Check or Money Order to
TATER HOLLOW VIDEO PRODUCTIONS
RD#2 BOX 128, OTEGO, NY 13825

Coming Soon!
ALL NEW 1992
ROSTERS
COLOR - 19.95 ppd.
DPA-LTA ENTERPRISES, INC.
P.O. BOX 728
ROUSES POINT, NY 12979-0728

NORTHEASTERN FAVORITES

LEHIGH & HUDSON RIVER, VOL II: The East End By Crist & Krause. This companion to volume I features the D&H's eastern trackage, presenting even more of its unique history in words and photos. Steam, diesel, passenger cars, ore cars, cabeese, snow plows, stations, shops, and yaros are all covered; and would you believe, Santa Claus, too? 48pp, softcover, 00056 ..... $8.95

THE FINAL YEARS: NYO&W Railway By John Krause and Ed Crist. The finest compilation of New York, Ontario & Western Railway photos ever assembled. Top rail photographers capture this famous eastern coal carrier's last twenty years of steam and diesel power. 96pp. softcover 000 61..... $15.95

LACKAWANNA HERITAGE by John Krause and Ed Crist. A fine collection of photographs spanning 1947 thru 1952. Many great shots of steam and early diesel power throughout the system. 50pp. softcover 00069..... $8.95

$10. minimum on VISA/AMC/AMEX/OPTIMA. Postage & Handling US $2. per book; Outside US add 20% for insured shipping; NJ residents add 7% sales tax; Canadians add 7% G.S.T. Please allow 4-6 weeks for delivery.

CARSTENS Book Department,
P.O. Box 700,
Newton, NJ 07860

Camera Bag

BY JIM BOYD

Thoughts on Grubby Weather

It's probably no secret by now that I vastly prefer sunny weather to gray skies for railfan photography. On those occasions when I am forced to shoot in grubby weather, the resulting images are usually viewed once and then forgotten. Oh, there are exceptions, like the news photo on page 44 of the GECX Super 7 demonstrator on the Susquehanna, which spent its first week or so on the railroad running at night or on overcast days. But here it was the news value and not the beauty of the picture that got it published. I would have much preferred a sunny shot, but we simply didn't have one at press time.

In preparing my tape/slide presentation for the 1992 EastRAIL show (Chatham, N.J., on February 15), however, I discovered a real use for grubby day photos — and some of my dreariest images became the most valuable. The topic of the show was "Countdown to Conrail," and it included a summary of pre-Conrail railroads and pictures of the mix-'n'-match period leading up to the grim "cockroach" era where Penn Central units and black-patch "CR" repaints of the pre-merger schemes predominated. To illustrate Conrail's most dismal hour, I dredged up every slide I could find of cobblejobbed liveries in grubby weather — and I had a lot of 'em. Set to the mournful sounds of Pink Floyd's *The Turning Away*, the photos really expressed the hopelessness of that time. The sight of the first Conrail blue units in bright sunlight were as uplifting in the slide show as they had been in real life.

For the finale of the show, Glen Campbell's *Walkin' in the Sun*, I found some instances where I'd photographed the same scene with cockroach power in grubby weather and Conrail blues in sunshine. Using a moderately fast dissolve, the effect was like turning on a light, particularly on one scene where the angles were an exact match. It was an effective technique.

The day after the EastRAIL show, Craig Willett and I were killing some time before he boarded the *Broadway* at Newark for his trip back to the Midwest. The weather, of course, was grimly overcast. A southbound Conrail train at Ridgefield Park was definitely in the "why bother?" category. Further action photography on this day would be pointless — unless a future slide show would depict 1992 as a dismal era, which, in the case of Conrail, was unlikely.

We headed a few blocks south to check out the Susquehanna at Little Ferry. We knew there were no stack trains nearby (the GECX demonstrator was just out of Binghamton at that moment), but I wanted to see if they had begun to tear down the old wooden roundhouse yet. The NYS&W enginehouse is to be razed for an expansion of the SeaLand container facility, and I'd gotten conflicting word as to whether or not the work had actually begun.

Although the "police coach" was gone (a passenger car housing the security office), everything else was intact. In the heavy overcast, I wandered around the ancient facility, shooting the rusting but serviceable turntable and weatherbeaten roundhouse. Appropriately, the NYO&W-livery switcher 116 was visible at the end of a line of stored SD45s and a C420. Now here was a subject that was enhanced by the gloomy weather. A doomed roundhouse. The livery of a long-gone railroad. The past reflecting the future.

These slides I will use someday.

So if you're going to shoot in grubby weather, how do you make the most of the situation? First, exposure is critical. As I've often said before, "Don't show me a dark shot and explain that the weather was lousy." That's why they make f-stops and shutter speeds. Use your light meter and don't "crowd" the exposure. If in doubt, open up a bit to make even the gray image "bright." It really works. As I did in the case of the Little Ferry roundhouse, bracket the exposures if the subject is not moving. Take a shot with the "proper" exposure according to your light meter, but then bracket in each direction a half stop and a full stop. One of those five should be perfect — and that "perfect" could be two different exposures, depending on what you're trying to show. A bright image might be just right for a news photo of an unusual unit, while a slightly dark one could be used to enhance the gloomy mood of a doomed roundhouse.

Working in overcast weather often re-

IMPORTANT!

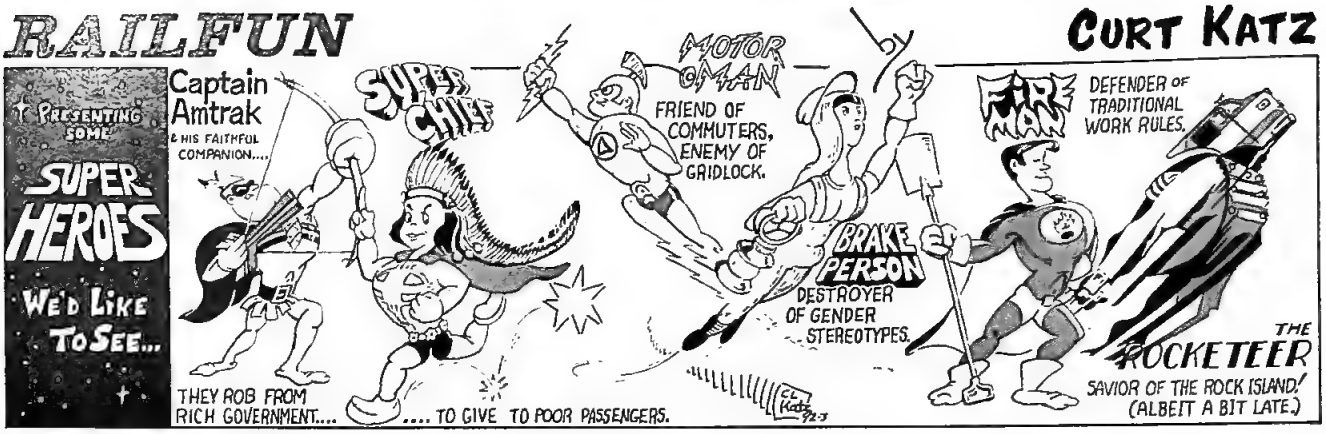
800 unfolded copies remaining of **Railroads of the Continental U.S.** map.

548 railroad companies and their tracks shown with Amtrak routes highlighted on a handsome 36"x58" wall map. Great for tracking abandonments and new short lines. Send $15 plus $3.50 shipping/handling to:

RAILROAD INFORMATION SERVICE
P. O. Box 1429 • Georgetown, Texas 78627

Unfolded maps not available after sale. Credit card orders welcomed. Canada add $1.

WE SHIP QUICK



quires a different approach than you might take of the same subject in better light. Sweeping vistas and scenic shots seldom work, because there is not enough contrast in the light to define the subject matter. On an overcast day, the gray sky is your worst enemy — it is the brightest thing around, but it is colorless and unattractive. If you doubt my word, just try to shoot a train on a bridge against a gloomy sky.

The best option in working a gray day is to get above your subject and shoot down, minimizing or eliminating the sky. The exposure on the ground will usually be reasonably uniform and easy to meter. You can expose for the ground and get good illumination of the subject. This can even work to your advantage in shooting the "wrong" side of a scene, an angle from the north side that you would never even think of because the sun is always wrong. But no sun, no problem.

Also when working under overcast, go for a strong image with lots of shape. A nice wedge that would work fine in sunlight can be agonizingly bland in gloom. Try to frame the subject with a tree limb or a roof overhang or a jutting crossbuck. Look for shape and form that do not require color to be dramatic. The weathered wood of a building or a tree trunk, properly exposed, can be a superb contrast to the metallic gleam of a locomotive, even without sunlight.

And since you are invariably working with less overall light, don't try shots that press the limits of your depth of field or shutter speed. Telephotos or fast close-up action require more total light for smaller apertures and higher shutter speeds. A higher speed film is also an option. But if you opt for your "normal" film like my Kodachrome 64, go for slightly more distant shots of moving trains to reduce movement blur and try to select a scene with framing and texture and minimal sky.

When the GECX demonstrator showed up on Sparta Mountain later that day, my grubby weather theories were put to a severe test. It was about 4:00 in the afternoon on a heavily-overcast midwinter day. The light was zilch. I waited for the demonstrator at a crossing west of Franklin, set up on the north side of the track and lining up an interesting shot with some nearby houses that were always lighted wrong in sunlight. My 1/125th at f2 deteriorated to 1/60th at f2 as I waited. The shot was a bit nose-on, but the resulting slide was well exposed and reasonably sharp. Definitely worthwhile — but not a news shot to show what a Super 7 looks like.

As the train looped through Sparta Junction, I took the shortcut through Ogdensburg to a spot just north of Sparta itself where I could get slightly above the train and shoot down. By now, though, I'd lost another stop of light. I took my slightly distant "scenic" shot as the train approached, snarling uphill a bit faster than I'd expected. Figuring, "what the heck, film is cheap," I panned the unit as it swept past. Even at 1/30th of a second wide open, the slide is about a half stop underexposed, but if LithoTech did their job on the color separation, the shot on page 44 should look reasonably decent for a news photo, as it does show the color and details of the unit. Unfortunately, you don't usually get that kind of "post-production" help on your slide show images.

I still prefer sunshine, but there are times when grubby weather photography can be rewarding.

VIDEO

"CRAZY ABOUT TRAINS No.2"
Minimum Narration • Great Color • Live Sound

WMS FPA4, RSD5 ALCOS
CASS
NS & CSX FREIGHTS
NKP 765 AND PM 1225
and more!

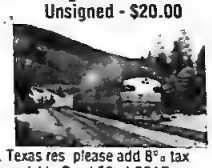
No Postage Charge • Sent 1st. Class
VHS Only • 2 Hours • Total $25.00
Ohio Residents Add 6% Sales Tax • Total $26.50

SEND CHECK OR MONEY ORDER TO:
Douglas Murphy
33 N. McKinley, Apt 106, Athens, OH 45701

NEW FOR '92

UP Turbine #18
in Wasatch Mtn's, Utah
by Gil Bennett
600 - 18"×24" Prints
Signed - $30.00
Unsigned - $20.00

"Black Widows"
on Donner Pass
by Gil Bennett
600 - 18"×24" Prints
Signed - $30.00
Unsigned - $20.00



Include $3/order shipping. Texas res please add 8% tax
Many other fine prints available-Send 52¢ LSSAE
TRACKSIDE PRINTS and HOBBIES
Box 310898, New Braunfels, TX 78131-0898

ATTN: NRHS CONVENTIONEERS

If you are planning to ride the UP 3985 steam excursion westbound in Utah, Nevada or California in July why not ride with us onboard the open observation VIRGINIA CITY, dome PLAZA SANTA FE, and sleeper SILVER IRIS to Utah!

WRITE OR CALL FOR INFORMATION:
P.O. Box 1997
Portola, CA 96122
(916) 836-1745
FAX (916) 836-1748

TRAINS UNLIMITED, TOURS

CONTEMPORARY STEAM

AT&SF REVIVAL – 3751

Its Santa Fe "all the way" as 3751 hustles across the Mojave desert. This full colour illustration is one of twelve of the "CONTEMPORARY STEAM" series by Mike Kotowski. Each 8 1/2 x 11 inch print is mounted on a 13 x 16 inch matt board ready for framing. Each is signed and numbered and includes a brief history.

$19.95 ea.

California residents add 8.25% tax
M. F. KOTOWSKI RAILROAD ART
P.O. BOX 400
CAMPBELL, CA 95009
(Please allow 4-5 weeks for delivery)

Whistler's Western-
The Boston & Albany RR

Our newest video takes you back to the days of Hudsons and Berkshires on the B&A! The Boston section of the "20th Century Limited" in 1936, the 1st run of the "New England States Limited" in 1938 and Wendell Willkie campaign train in 1940 highlight this program. Don't miss the famous A1 "Berks", the hard working Pacifics or the "Mike" helper at Chester. Also included are diesels of the NYC, PC, Conrail and Amtrak. B/W and color, sound maps and narration - 58 minutes.

$29.95
Plus $3.00 for UPS

A&R Productions
PO Box 492, Kensington, CT 06037
24-Hour Phone (203) 828-8312

"B&O IN TRANSITION"
One hour video of 1950's steam & diesel in Ohio! 16mm film by John Stein, 80% color. Several rare steam-diesel lashups, and pacing a Pacific at 80 per!!
SPECIAL! Video plus ***"STANDARD PLANS"*** Book (the Engineering Dept's "bible" for all B&O structures and trackwork) for $39 plus $3 postage & handling. While supplies last.
VIDEO ONLY: $34 plus postage.
BOOK ONLY: $10 plus postage.
B&O FANS! Don't miss ***"RUBBER CITY RAILS"*** Part One - 68 Min. video of Akron area B&O and other roads in the 1950's. $34 plus $3 postage.
TO ORDER: Send Check or M.O. to
REVELATION Audio-Visuals
977 East Avenue • Tallmadge, Ohio 44278

TOURING PITTSBURGH BY TROLLEY
By Harold W. Smith
A pictorial review of the extensive network of trolley routes operated by Pittsburgh Railways in the 50's and 60's. Over 140 photos and numerous route maps show the many different lines. 88 pages.
$14.95
N.Y. State residents add sales tax.
Quadrant Press, Inc.
Room 707, 19 West 44th St.
New York, NY 10036

NEW ENGLAND RAILS
CENTRAL VERMONT RAILWAY · RUTLAND · GRAND TRUNK WESTERN

CENTRAL VERMONT RAILWAY By Ed Beaudette. History and operations of the steam/diesel era CV. Excellent photography by Hastings, Shaughnessy and others. Maps and rosters. 112pp, **C44**.....**$13.95**

GRAND TRUNK HERITAGE By Philip R. Hastings. Covers steam on the CN lines in New England as it was, with all-weather cabs, truss-rodded combines, wood coaling docks, quaint towns, yard scenes, and crack passenger runs behind fast stepping 4-8-2 types. Route map. 64pp, **C66**.....**$11.95**

RAILS BEYOND THE RUTLAND By Phil Jordan & Edwin Brown, echos the sound of railroading in Vermont's Green Mountains, where Rutland and D&H traditions live today as the Vermont Railway, Green Mountain Railroad and Clarendon & Pittsford. Loaded with pictures and a brief remembrance of the steam powered Rutland, this book is available at your dealer or direct from the publisher. 76pp, **C54**.....**$12.95**

$10. minimum on VISA/MC/AMEX/OPTIMA Postage & Handling US $2. per book; Outside US add 20% for insured shipping. NJ residents add 7% sales tax. Canadians add 7% G.S.T. Please allow 4-6 weeks for delivery.

CARSTENS Publications, Inc.
Carstens Books, Dept. 4805
P.O. Box 700, Newton, NJ 07860

Transit Currents

Baltimore and

The Mass Transit Administration of Maryland displayed its new light rail vehicles on Howard Street in downtown Baltimore in the area between Lexington and Fayette streets on Friday, November 29, and Saturday, November 30, 1991. The Baltimore Streetcar Museum also displayed its PCC streamlined car.

The first of the LRVs, 5001, arrived in Baltimore on July 24. The second, 5002, came into town on October 9, and the third car arrived November 22. The PCC on display is a replica built for Barry Levinson's film *Avalon*, which is set in Baltimore. A week before the display of the cars on Howard Street, Governor William Donald Schaefer got a chance to operate one of the cars on the test track.

There is happiness in Maryland because the recent reauthorization of the federal highway and mass transit act set aside $160 million to be doled out over a six-year period for Maryland rail commuter service. The state of Maryland has to come up with some matching money, but if it all works out, the commuter rail system will be seeing the study of an expansion of MARC's Brunswick commuter line between Point of Rocks and Frederick, Maryland. The MARC system has been expanded steadily over the years and carried about 17,000 weekday riders in 1991, which is way up from the 6400 riders it carried five years earlier.

Meanwhile, down the Northeast Corridor in the District of Columbia, a final timetable has been set for completion of the rapid transit system. On December 19, 1991, the Washington Metropolitan Area Transit Authority board approved a $2.1-billion plan for the final nine rail stations. The Blue Line extension from Van Dorn Street to Franconia-Springfield is to be completed by June 1997. The Red Line extension from Wheaton to Glenmont is to be completed by July 1998. The Green Line from U Street-Cardozo to Fort Totten is to open in October 1999, and the Green Line expansion from Anacostia to Branch Avenue is to open in March 2001. The approval vindicates the efforts of Metro General Manager David L. Gunn, who was being criticized for not working miracles in getting the approval in Washington.

The vital importance of setting a final time schedule is in the economy it offers. By getting the Metrorail system done by 2001, the sum of $700 million of construction cost will be saved.

Other happy news of the Washington area is that the Virginia Railway Express officials approved a contract for rehabilitating 13 used commuter rail cars from Boston so that the railway will have enough equipment to start either its Manassas-Washington or Fredericksburg-Washington line in May 1992. Thanks to Mel Vineyard and Marion J. Zych for the news.

BART: The Mail Must Go Through

While in the past many transit systems provided mail service in the United States, only BART does at the present time as far as I have been able to find out. It all hinges on Interstate 880, which is a very long parking lot that was built with a lot of federal and state tax money so motorists would have lots of time to examine each other's trunk lids. The idea of using BART to carry the mail goes back to a tie-up on Interstate 880 when several postal workers were made late for a monthly meeting of the Postal Service Express Mail improvement team. Why not use the BART rapid transit trains to carry the mail?

Since late 1990 the Postal Service has moved an average of 300 overnight parcels each working day on BART's Oakland to Fremont line. It has worked so well that now the Postal Service is thinking of using BART in Contra Costa County. The original service has been flawless. On the Fremont line a mail carrier with a mailbox on wheels rides on the last BART car in a train. The wheeled mailbox is large enough to carry 300 to 400 pieces of overnight mail. As the BART train reaches stations along the line, the mail carrier picks up Express Mail packages from local postal workers and hands over to them any outgoing parcels.

Well, there are no mail cranes or sorting of mail on the trains a la the RPO cars of fragrant memory, but there is a good idea here. How many other opportunities are there for handling Express Mail on rapid transit or commuter rail lines that are immune to the bodacious traffic jams on major highways?

The *Postal Service Newsletter*, Timothy J. White and Ted Wurm deserve thanks for the news. Ted writes "Shades of the old PE! What goes around ..."

L.A. Rail Construction in a Lake!

John Allen Lee sent a remarkable picture about a remarkable undertaking concerning the construction of the Los Angeles Red Line subway. Alvarado Street marks the western end of the first segment of the Metro Red Line. In order to build beyond that point

PLEASE SEND traction news items and any correspondence directly to Prof. George Smerk, Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

BY GEORGE M. SMERK

Washington Rail Projects

meant going through McArthur Lake, so McArthur Park Lake was drained to begin the next segment of subway. In the photo the rows of I-beams will mark where the sides of the tunnel will be. The cut at the end in the distant part of the picture is what the sides of the tunnel will look like. When the tunneling work is completed and the work is all concreted over, the lake will be refilled with water, and only the people familiar with the project will know that underneath the lake there is a railroad running.

John A. Lee also writes about commuter trains in Los Angeles. He notes that the Baldwin Park branch, which is a remnant of the now-vanished Pacific Electric line to San Bernardino, is being rebuilt to modern standards with concrete ties and ribbonrail. Work at the eastern end of the San Gabriel Valley in the city of San Dimas is now being carried out. This is where they expect to tie the currently owned line into the Santa Fe rails when the final decision is made on what price is going to be paid to the Santa Fe for the use of the track by the commuter trains. Mr. Lee writes that the street crossings on the Baldwin Park branch still are graced by the girder rail laid by the Pacific Electric along with some traces of the copper wire bonding at the rail joints from the days of electric operation.

Boston Commuter Motive Power

There is no man-made site prettier than a well-maintained rail right-of-way. It looks even better if there is wire over it. Boston's system looks pretty good, even though the excellent commuter service there is diesel-powered as of yet. Jason Pujo wrote an informative letter to me about some changes in the diesel motive power for Beanland's commuter rail lines.

He notes that the last three FP10s (1113, 1151 and 1152) disappeared from service in mid-October 1991. The 1113 and 1152 were m.u.'d in back-to-back A-A formation in what he decided was a goodbye gesture for these interesting and handsome pieces of motive power. The 1113 led the train and the 1152 faced into the coaches. These two were decked out in the late 1970s Amtrak-inspired paint scheme of silver with a purple stripe and a black nose top. Sporting experimental pearl-cranberry maroon with a silver stripe (and no black on the nose top or windshield frames), the 1151 ran as a single unit until the very end. These three units, according to Mr. Pujo, are in very good condition and were removed from service only because the last of the Morrison-Knudsen-built F40PHM-2Cs had arrived on the scene; the 1025-1033 are on-site and are to be seen in service on all the MBTA commuter rail lines.

MARION J. ZYCH

TRACKS ARE BACK in Howard Street in Baltimore. On November 29, 1991, one of the city's new light rail cars was on display along with the replica PCC car used in the motion picture *Avalon*.

Traction fans love our tapes

Whether you want to relive a visit to a contemporary light rail system, or recreate a ride on a long-vanished trolley line, Transit Gloria Mundi videos have earned high marks from customers and reviewers alike: *"...their videos are among the best in the traction and transit field..."** If you are new to our line, why not start with TROLLEY, *"...the best videotape on the subject.."*MIKE DEL VECCHIO, Railfan & Railroad

TROLLEY: The Cars That Built Our Cities - The complete story of street railways in moving pictures. 54 minutes.....$39.95

NEW **ADVANCE** - Kawasaki's cars for SEPTA, Japanese systems, 26 minutes.....$29.95

NEW **Light Rail: Today's Way Forward** - European systems, low-floor cars, 28 min..$29.95

Light Rail Transit: A Proven Alternative - Light rail advocacy tape, 15 minutes.....$12.00

Light Rail Panorama - Calgary, Portland, and Sacramento, 55 minutes.....$39.95

Carvey Davis's Baltimore Streetcar Films - 40s & 50s, most lines, 55 minutes.....$49.95

Bullet - Hi-speed ride on the the Philadelphia & Western, 19 minutes.....$19.95

Ropes and Rails - An inside look at San Francisco's cable cars, 45 minutes.....$39.95

Mines, Mills, and Metro - The Belgian Vicinal at Charleroi, 90 minutes.....$49.95

Transit Gloria Mundi
(800) 843-0048

PO Box 2284, Dept. B-18, S. Burlington, VT 05407. Visa, MasterCard, check or money order. VHS only, please add $3.00 per order for shipping and handling, MD & VT please add sales tax. Write 36 East 27th Street, Baltimore, MD 21218, for free literature.

"Sharply written, unfailingly interesting, a truly marvelous book"

John Edward Wilz
Professor Emeritus (History)
Indiana University

For 143 years, no mountain railroad in the World combined grades, curves, tonnage and weather like B&O's Cumberland West End ... the doyen of them all. Hard, color cover, 224 pages, 8½ × 11", over 350 photos, maps, illustrations (37 color). At dealers or order direct, satisfaction guaranteed, $50.00 plus $4.00 delivery, $2.50 MD tax.

BARNARD, ROBERTS & CO., Box 7344, 305 Gun Rd., Baltimore, MD 21227 ... (410) 247-2242.

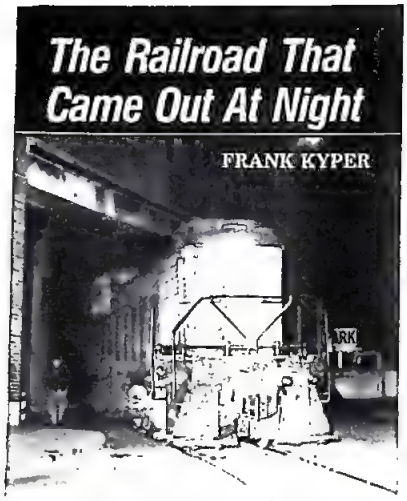
New & Recent Books From Carstens

SLIM GAUGE CARS: Narrow gauge rolling stock plans, data and photos from the D&RG, C&SNG, CATS, SP, CP, C&C, EBT, SR&RL, BRB&L and other roads. Many cars shown in full color. (C72). $19.95 ***New Feb. '91***

DESIGN HANDBK FOR MRR: Paul Mallery explains how to design large nd small model railroads, terminals, yards, mountains, rivers, railroad mergers. Tricks to make your railroad look bigger. 8x11. 68p. (C71). $8.95.

SEE YOUR LOCAL HOBBY DEALER FOR CARSTENS HOBBY BOOKS

Carstens

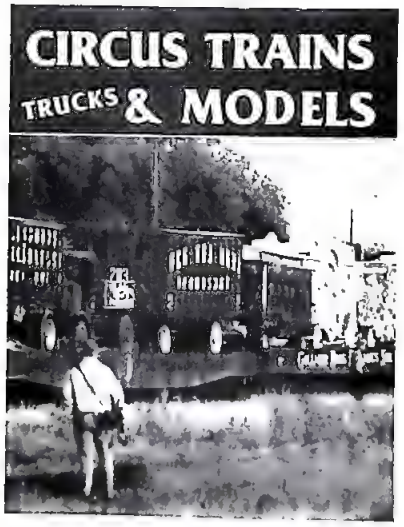


RAILROAD THAT CAME OUT AT NIGHT: Kyper. Railroading in and around Boston on the B&M, Union Freight Line, HT&W, others. The famous Chelsea fire. Building South Station. City railroadng and street running. Fantrips. (C65) **$12.95.**

TRACK DESIGN 2: Specially selected model railroad layout designs to fit almost every space requirement with many practical do and don't hints. All scales and gauges. 76 pgs. (C62). $9.95

CIRCUS TRAINS TRUCKS & MODELS: Photo packed book of circus trains and rolling stock. Old and new RBB&B trains. Baraboo Museum. 3 motorized circuses. Color section. Modeling hints. (C70) **$12.95**

COMPLETE LAYOUT PLANS: A trackbook for modelers who prefer sectional track in all gauges. Over 150 designs fit every space and budget need. 186 piece track kit included. Latest enlarged edition. (C73) $7.95



A CENTURY OF MODEL TRAINS. A must for every toy train collector. 100 years of the finest European toy trains. 187 full color photos. 450 illustrations. (2001) $45.00.

OTHER SELECTED TITLES

C43 Electrical Handbook for Model Railroads Vol 2, $8.95

C48 Model Railroad Structures, Weselowski, $12.95.

C47 The V&O Story, McClelland, Building a great HO railroad. $19.95.

C13 Lionel Standard Ga. Era, $4.00.

CARSTENS PUBLICATIONS, INC. **Dept 4672**
PO Box 700
Newton, NJ 07860-0700

☐ I enclose US$ . . . . . in check or or money order. Please ship me the Carstens Hobby Books I have checked below.

☐ Please charge my: ☐ MasterCard, ☐ Visa, ☐ American Express, ☐ Optima

Card No.....Exp.....

Signature.....

☐ C72 SLIM GAUGE RAILS, $19.95
☐ C71 DESIGN HANDBOOK MRR, $8.95.
☐ C70 CIRCUS TRAINS & MODELS, $12.95
☐ C65 RAILROAD CAME AT NIGHT, $12.95
☐ C62 TRACK DESIGN 2, $9.95
☐ C48 MODEL RR STRUCTURES, $12.95
☐ C47 THE V&O STORY, $19.95
☐ C13 LIONEL STANDARD GA ERA, $4.00
☐ C73 COMPLETE LAYOUT PLANS, $7.95
☐ 2001 CENT OF MODEL TRAINS, $45.00

NAME.....

STREET.....

CITY.....STATE.....ZIP .....

Please print clearly or type. Minimum $10 order for charge cards. NJ residents must add state sales tax. Canadians must add 7% GST. Add $2.00 shipping per book in USA; 20% for foreign.

The MBTA's Boise Budds, otherwise known as the Morrison-Knudsen rebuilt Budd RDC coaches, are going to Virginia to serve on the new Virginia Railway Express. Mr. Pujo opines that these coaches are in "like-new" condition, and he says he is aware of only one reason why they were removed from MBTA service: because they were a bit noisier than the modern coaches. He feels that the MBB and Bombardier coaches are just about as noisy as the Budds. Thanks again to Jason Pujo.

Flashes

Everyone has probably read by now that the **HIGHWAY AND TRANSIT BILL** was signed into law on December 18, 1991. Over $31 billion of federal transit aid is authorized over a six-year period. Authorization does not mean appropriation, but things augur well for transit. Rail programs, both new lines and replenishment of capital on existing properties, make up a sizeable portion of the money to be spent. Much state and local money will have to be added to the federal funds to bring the projects to completion.

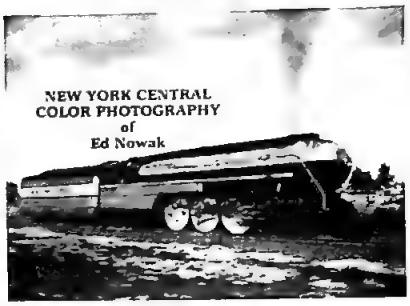
Myles A. Jarrow sent me a copy of page A78B of the *Wall Street Journal* for Monday, November 4, 1991, which sports a full-page picture of the front of a **CHICAGO AURORA & ELGIN** interurban car with the headsign "Express Elgin, St. Charles and Geneva." It is an ad for United Airlines, which dubs itself "Chicago's hometown airline." I wonder if the *Wall Street Journal* has ever run a full-page picture of an interurban car before? The car pictured is one of the 420-series steel cars that were built by the Cincinnati Car Company for the CA&E.

William E. Wood sent an interesting article from the Columbus *Dispatch* about the **OHIO RAILWAY MUSEUM** in Worthington, Ohio. This museum appears to be troubled and may be a sign of what can happen elsewhere. It may be heresy, but the nation could probably stand to have fewer but stronger trolley museums, and I have personally thought that one of them should be run by the Smithsonian. It has always struck me that the ideal trolley museum would be actually in an urban area providing real service with vintage cars, buses and ETBs.

In **LOS ANGELES**, the Metrorail Blue Line central control facility will for the first time use a fuel cell to help power the computer. Never before has such a cell been used as a critical and integral part of a transit system. The fuel cell is expected to provide electrical and thermal energy in a process 20 times cleaner than the normal way of generating electricity. This technology may have important implications for future electrification of transit.

Charles Willer is trying to track down **ARTHUR REDDERSEN**, the engineer of the Indiana Railroad who designed the famed Indiana high-speed, lightweight car. Charlie Willer gave a superb talk about the Indiana lightweights at the Hoosier Traction Meet of 1991. He has been trying to find out what happened to Mr. Reddersen, who was last tracked down to Rochelle Park, New Jersey. Arthur Reddersen moved car design ahead substantially, and Charlie is anxious to do all he can to recognize the man in his audio-visual show. If you know what happened to Arthur Reddersen, please write to me, and I will send the word to Charlie.

Available May 1, 1992



New York Central Color Photography of Ed Nowak Volume I is a new 128-page hardcover book illustrating the best color work of the official NYC photographer of the 1940's and 50's. His b&w work during this period became our image of the Water Level Route. Now see some old familiar classics come to life in full color! Most of these photographs have never been seen even in b&w. Hudsons, PA's, Mohawks, passenger equipment, workers reproduced from Ed's 4 x 5" color transparencies and captioned by the man who took them forty years ago.

$37.50 + $3.50 postage, $5 foreign. Give street address for UPS delivery. NJ res. add $2.63 tax. After 5/1/92 price is $45.

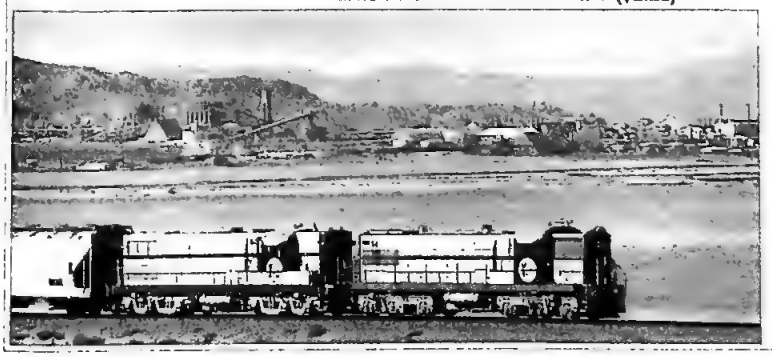
Morning Sun Books, Inc.
11 Sussex Court
Edison, N.J. 08820

TROLLEY TALK
59 Euclid Avenue
Wyoming, OH 45215
Illustrated bimonthly talks of prototypes & models
Single copy $1.75
Subscription:
6-issues $9.50, (Canada $13.)

MAPS—USGS TOPOS
ATLASES—For Railfans
MAP PACKAGES AVAILABLE
FOR ALL RAILROADS
TELL US YOUR SPECIALTY
AND WE WILL SEND LIST
R S ENTERPRISES OF NJ, INC.
PO BOX 1691
WEST CALDWELL, NJ 07007

Have you seen
The NEW! Short Line?
THE SHORT LINE
More Photos and Maps
Coated paper, Larger type
Histories, Location Reports
Coverage of all the new shortlines
Subscription—6 issues $17.00 by 2nd Class Mail
Sample Copy—$1.50
The Short Line
P.O. Box 607-R
Pleasant Garden, NC 27313
The Journal of Shortline and Industrial Railroads

They're survivors. Pristine and powerful, the Trona's three Baldwin AS616s are museum pieces that work for a living. See them battle 80-car cuts like it was 1955; explore Baldwin's fascinating history; and meet the people who cheat time and keep the Desert Dinosaurs alive.
(66 min.) $35.00 VHS or Beta.
Illinois Residents add 6.5% tax ($2.28)



East End Productions
P.O. Box 645
Fox Lake, IL 60020

TRONA RAILWAY
"Desert Dinosaurs"

The A: N&W's Mercedes of Steam (A2903R), King. Over 150 B&W and 15 color pics. 178pp hard $44.95
Alliance and Everywhere West (A3600R), Kistler & Hardy. CB&Q's Alliance Division. 164pp soft $28.50
Along the East Broad Top (2491), Heimburger. Vintage photos and history. 248pp hard $39.95
American Steam, Vol. 1 (1253), LeMassena. Action pictorial of photos by Ben F. Cutler. 256pp hard $25.00
American Steam (A1130R), Wickre. Color photos of surviving locos in the U.S. 82pp hard $9.98
Appalachian Crossing (5621), Huddleston. C&O, N&W and Virginian in the mountains. 66pp soft $12.95
Articulated Steam Locomotives of North America Vol.1 (1250), LeMassena. Photos. 416pp hard $55.00
Baja California Railways (5194), Kirchner. SP, SD&AE, T&T in Mexico. 350pp hard $29.95
Baltimore and its Streetcars (1993), Harwood. Pictorial of Baltimore streetcar lines. 98pp soft. $10.95
Beaumont Hill (A5254R), Signor. SP's busy mountain grade out of L.A. 176pp hard $48.95
Before Guilford (A1301), Cook. 160 great color photos of D&H, B&M, MEC. 128pp hard $39.00
Berkshire Days on the Boston & Albany (1990), Smith. B&A steam pictorial. 68pp soft. $6.50
Boston & Maine, Three Colorful Decades (2905), Jones. 300 color photos, maps and more. 208pp hard $69.95
The Broadway Limited (6371), Rosenbaum & Gallo. PRR train's history in color. 96pp soft $18.00
Budd Car, the RDC Story (A1275R), Crouse. Illustrated look at the rail diesel car. 226pp hard $49.95
Buffalo Creek & Gauley (5615), Warden. West Virginia short line steam pictorial. 80pp soft $20.00
Building the Independant Subway (A1977R), Kramer. N.Y. subway history. 82pp soft $13.95
Burlington Route the "Q" (A6101R), Great photos from the Midwest. 24pp soft $10.95
Cape Cod Railroads (A8400R), Farson. Rare, in-depth look at New England's unremarked lines. 336pp hard $39.95
Camas Prairie (4007), Riegger. Illustrated history of joint UP/NP Idaho line. 160pp hard $32.50
Central Vermont Railway (C44), Beaudette. Pictorial history of steam-era CV. 112pp soft $13.95
A Century of Southern Pacific Steam (4400), Dunscomb. A monumental pictorial work. 498pp hard $49.95
C&O Power (6658), Staufer. Data and photos of C&O steam and diesels. 350pp hard $40.00
Chesapeake & Ohio Early Diesels (1238), Dixon. First generation diesel pictorial. 64pp soft $13.95
Chesapeake & Ohio Railway (2756), Dorin. Illustrated history of the C&O. 232pp soft $23.95
Chesapeake & Ohio, Superpower to Diesels (C49), Dixon. Steam & diesel pictorial. 130pp soft $15.95
Chessie the Railroad Kitten (5612), Dixon. The many lives of C&O's top cat. 64pp soft $10.95
Chicago & North Western Memories (A1784R), Cook. Diesels during the '70s, all in color. 128pp hard $39.00
Chicago Great Western (C39), Hastings. Iowa in the merger decade. 82pp soft $9.95
Clinchfield Country (1300), King. All-color pictorial of diesel-era CRR. 128pp hard $38.00
Coal Boats to Tidewater (9817), Wakefield. Illustrated history of the D&H Canal. 224pp hard $20.00
Coal, Cinders and Parlor Cars (A5739R), Colo. RR Museum. Colorado passenger trains. 236pp hard $39.95
Colorado & Southern (1237), Grenard. A pictorial of the standard gauge. 68pp soft $12.95
Colorado's Loneliest Railroad (5452), Griswold. Big book on San Luis Southern. 190pp hard $32.50
Colorado Memories of the Narrow Gauge Circle (C59), Krause&Grenard. B&W action pictorial. 130pp soft $15.95
Commuter Trains to Grand Central Terminal (1994), Nelligan. Contemporary and vintage action. 68pp soft $7.95
Conrail, Volume 1 (A6373R), Hartley. The first six years, all in color. 112pp hard $39.95
Conrail, Volume 2 (A6374R), Hartley. 1983-1990 operations in color. 112pp hard $39.95
The Cripple Creek Road (5714), McFarland. Story of the Midland Terminal Railway. 214pp hard $29.95
Crookedest Railroad in the World (2869), Wurm & Graves. Mt. Tamalpias & Muir Woods. 138pp hard $24.95
The Delaware & Hudson (C6), Crist & Krause. Challengers and Northerns on the D&H. 72pp soft $14.00
Diesel Locomotive Rosters (6791), Reich. Traces pre-1970s units for nearly 500 railroads. 182pp soft $19.95
Dinner in the Diner (2913), Hollister. 300 recipes from America's classic trains. 142pp hard $21.95
East Broad Top to Mines and Back (C40), Grenard & Kramer. Superb EBT pictorial. 82pp soft $9.95
Electric Trains to Reading Terminal (A5655R), Coates. Reading Co. in Philadelphia. 112pp soft $17.95
Erie Lackawanna (5603), Pennisi. Pre-Conrail railfan pictorial. 88pp soft, color cover $6.50
Erie Lackawanna East (1998), Zimmermann. EL in Penn., New York, New Jersey. 80pp soft $9.95
Erie Railroad in Color (A2600), Sweetland. All-color steam and diesel coverage. 128pp hard $45.00
The Erie Railroad Story (A3182), Carleton. B&W photos of Erie motive power. 224pp hard $38.95
Everywhere WestBurlington Route (2757), Dorin. The CB&Q up to BN merger. 176pp soft $19.95
Extra South (C53), H. Reid. Second Edition of classic study of Southern railroading. 144pp soft $21.95
Famous Steam Locomotives (5450), Cook. Action and stories of great locos. 96pp soft $12.00
Fiddletown & Copperopolis (2489), Fallberg. Classic Railroad Mag. cartoon series. 144pp soft $9.95
The Final Years NYO&W (C61), Krause & Crist. Reprint of a fine NYO&W pictorial. 98pp soft $14.95
General Electric Advanced Generation (1604), Kerr. Photos, specs on diesels & electrics. 250pp hard $65.00
General Motors' F-Units (A1991R), Mulhearn & Taibi. B&W pictorial of Fs in action. 80pp soft $11.95
Grand Trunk Heritage (C66), Hastings. Enlarged Edition of New England GT pictorial. 66pp soft $11.95
The Great Northern Railway, a History (3000), Hidy, Scott & Hoffsommer. 384pp hard $49.95
Green Bay & Western (A2778R), Mailer. The all-encom-passing GB&W book. 350pp hard $47.95
Growing Up with Trains-II (2871), Steinheimer & Benson. Northern California Railfanning. 112pp soft $12.50
GuilfordFive Years of Change (A6372R), Hartley. Excellent color pictorial. 112pp soft $30.00
Handy Railroad Atlas of the U.S. (C64), Rand McNalley's new edition. 64pp soft $14.95
High Green to Marceline (A5899R), McMillan. 350 color photos of Santa Fe's east end. 192pp hard $49.50
Historic Alpine Tunnel (5405), Dow Helmers. Full history and pix of Colorado classic. 208pp soft $14.50
Hoboken's Lackawanna Terminal (1997), Scull. Many rare photos. 96pp soft $12.50
Howard Fogg and the Diesel Image (1261), Scala. Full color of Fogg's diesel art. 178pp hard $39.95
Hudson & Manhattan Railroad Revisited (A3181R), Carleton. 230 photos, 12 maps and more. 128pp hard $29.95
Ida Was a Tramp (7300), Quinby. Steamship and railroad lore intermixed. 278pp hard $10.00
Interurban Interlude (C76), Quinby. History of North Jersey Rapid Transit. 92pp hard $13.95
In the Shore Line's Shadow (A1421R), Cornwall. New Haven's Danbury & Norwalk. 132pp soft $19.95
The Jersey Central (5604), Pennisi. Pre-Conrail pictorial of CNJ. 64pp soft $6.00
Jersey Central Diesels (2525), Bernet. More than 400 photos, maps, rosters. 190pp hard $48.00
Jersey Central Lines in Color (A2500R), Brennan. From NYC to Scranton, mostly 1960s scenes. 128pp hard $45.00
Jersey City Westbound (A9000R), Henderson. CNJ in more than 115 color images. 88pp soft $29.95
Katy Diesels to the Gulf (1241), Lamb. Big, beautiful black & white pictorial. 108pp soft $39.95
Katy Southwest (6005), McCall & Schultz. A steam and diesel pictorial. 144pp soft $24.95
Lackawanna Railroad in Color (A2818R), Sweetland. Great all-color pictorial. 128pp hard $45.00
Lackawanna Railroad in Northwest New Jersey (2478), Lowenthal & Greenberg. 244pp hard $39.95
Lehigh & Hudson River, Vol.2 (C56), Crist. L&HR pictorial, Franklin to Maybrook. 48pp soft $8.95
The Lehigh & New England Railroad (2252), Lilly. L&NE steam and diesels in color. 136pp hard $45.00
Lehigh Valley in Color (2516), Yanosey. 222 great photos of this most colorful railroad. 128pp hard $45.00
Lehigh Valley R.R. Passenger Cars (5605), Mickey & Wartel. 64 17" x 11" pp soft $13.95
Light Rail Transit on the West Coast (A1999R), Demoro & Harder. Contemporary pictorial. 96pp soft $13.95
Lightning Stripes (A2517R), Sweetland. An all-color New York Central pictorial. 128pp hard $45.00
Locomotive Coaling Stations (A5620), F-M. Photos and superb drawings of coal structures. 32pp soft $6.95
Locomotives of the Duluth, Missabe & Iron Range (4004), King. DM&IR steam & diesel. 320pp hard $39.50
Logging Railroads of South Carolina (2493), Fetters. Over 200 roads covered. 246pp hard $42.95
Long Island Electric Heritage (C50), Ziel & Krause. Heavy electrics and m.u.s on LIRR. 68pp soft $7.95
Long Island Rail Road Memories (1988), Harrison. Autobiography of engineer. 68pp soft $6.95
Lords of the Lines (7500), Cruise & Griffiths. Six men who shaped CPR. 486pp hard $29.95
The Los Angeles & Salt Lake Railroad Company (5253), Signor. UP in the desert Southwest. 256pp hard $54.95
Louisville & Nashville in the Appalachians (A1302R), Flanary. 180 great color photos. 128pp hard $42.00
Main Lines and Mine Runs (C12), Dixon. C&O steam and diesels in W.Va. 72pp soft $14.95
Mallets on the Mendocino Coast (2907), Wurm. Reprint on California's Caspar Lumber Company. 136pp soft $21.95
Many Faces of the Pennsy K-4 (1831), Pennypacker & Staufer. PRR's famous 4-6-2. 178pp soft $21.95
Memories of Reading Company Power (A3183), Carleton. Steam, diesels, m.u.'s in photos. 144pp hard $28.95
The Mighty 800s (1217), Kratville. Story of the UP 4-8-4s. 144pp hard $28.50
Morristown & Erie Ry. (5609), Pennisi. Pictorial study of modern M&E. 48pp soft $8.95
Mount Lowe, Railroad in the Clouds (5234), Selms. L.A.'s great incline. 234pp hard $37.95
Mountain Mainlines of the West (5737), Hill. Great black & white pictorial. 64pp soft $12.95
New England Rails 1948-1968 (2515), Sweetland. B&M, MEC, CV, CPR and more in color. 128pp hard $45.00
The New Haven Division Murray Hill to Cedar Hill (1201), Sherry. 96pp soft $15.95
New Haven Power 1838-1968 (6662), Swanberg. The definitive story of NH locos. 606pp hard $65.00
Norfolk & Western 1st Generation Diesels (2522), Withers & Bowers. Over 450 photos. 256pp hard $45.00
Norfolk & Western 2nd Generation Diesels (2523), Withers & Bowers. Photos, rosters, etc. 256pp hard $45.00
Norfolk & Western Giant of Steam (5711), Lewis Jeffries. N&W steam pictorial. 250pp hard $39.95
N&W Passenger Service (A5624R), Warden. Photo history, color section. 80pp soft $13.95
Norfolk & Western Steam (1986), Rosenberg & Archer. Data of last 25 years of N&W steam. 94pp soft. $9.95
Old Dominion Steam (5610), Dixon. C&O steam pictorial. 64pp soft $12.95
Overhead and Underground (1240), Kunz. Illustrated guide to Chicago's rapid transit. 48pp soft $19.95
The Overland Route (C60), Grenard & Krause. UP steam and early diesel, reprint. 82pp soft $12.95
Passenger Train Annual No.4 (7101), McKinney & Keefe. American passenger moves of 1977-78. 80pp soft $9.95
Penn Central (5608), Pennisi. "The Northeast Railroad Scene, Vol.6" pictorial. 74pp soft $9.95
Penn Central Power (2510), Yanosey. Pictorial roster of PC. 250pp hard $45.00
Pennsy Diesel Years (2513), Yanosey. All-color action pictorial. 162pp hard $45.00
Pennsy Diesel Years II (A2514), Yanosey. More than 275 terrific color photos. 160pp hard $45.00
Pennsy Diesel Years III (A2512R), Yanosey. 200 great color photos. 128pp hard $45.00
Pennsy Power (6652), Staufer. PRR steam & electrics data and pix. Color calendars. 236pp hard $40.00
Pennsy Power II (6653), Staufer. PRR diesel, electrics and some steam. 350pp hard $40.00
Pennsy Steam: A Second Look (A3184), Carleton. Illustrated history of PRR steam. 208pp hard $37.95
Pennsylvania Railroad Heavyweight Passenger Equipment (A1832R). Plans and photos. 120pp soft $19.95
PRR Passenger Car Painting & Lettering (1900), Biardone & Tilp. 128pp soft $29.95
The Peoria Way (5910), Olmsted. Toledo, Peoria & Western pictorial from 1960s. 130pp hard $29.95

depot

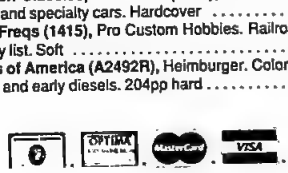
You can now charge books on your credit card!
You can charge your books on MasterCard, VISA, American Express or Optima!

NEW ARRIVALS

Articulated Steam Locomotives of North America Vol.2 (A1251R), LeMassena. More photos. 256pp hard ... $55.00
Canadian Sunset (A2921R), Hungry Wolf. All-color pictorial on the great CP passenger train. 112pp hard $54.95
Compendium of American R.R. Radio Frequencies (1120), Sturm & Landgraf Scanner guide. 74pp soft $14.95
Erie Power (A6659R), Staufer All-time steam, diesel and m.u. history with 850 photos. 448pp hard $55.00
Indiana Railroad—The Magic Interurban (A2924R), Bradley. Highspeed cars and trolley freights. 224pp hard $55.00
Last of the Red Cars (2917), Walker. From Pacific Electric to today's Metro light rail. 48pp soft $15.95
New England Rail Album (A2919R), Phelps. Glory days on MEC, CV, CP and more. 48pp soft $9.95
New York Central's *Mercury* (5651), Cook. NYC's great streamliner; photos and drawings. 64pp soft $12.95
Pennsy Q Class (1833), Harley. Photos, rosters and drawings of PRR 4-4-6-4s. 88pp soft $17.95
Pioneers of Electric Railroading (A2923R). Illustrated history on origins of electrics. 232pp soft $35.00
Rails West 1991 (A2918R). Events and action from 1990 in color and black & white photos. 64pp soft $7.95
Last of the Red Cars (A2920R), Walker. Pacific Electric's Long Beach Line. 48pp soft. $14.95
Steam Era of Lehigh Valley (A1242R), Yungkurth. Black & white illustrated history. 112pp soft $29.95
Tall Tales of the Rails (A5740R), Lonon. Memoirs from the Clinchfield, with photos. 223pp hard 223pp hard $19.95
Tweetsie Country (A5704R), Ferrell. Illustrated look at East Tennessee & Western North Carolina. 232pp hard ... $32.50
Tweetsie, The Blue Ridge Stemwinder (A5700R), Scheer & Black. More history on ET&WNC. 80pp hard $12.50

Pere Marquette Power (1511), Million & Dixon. Excellent illustrated steam/diesel roster. 244pp soft $23.95
The Pike's Peak Cog Road (5258), Abbott World's highest scenic railway. 176pp hard $36.95
Pittsburgh & West Virginia Railway (2524), Worley & Poellot. Story of the "High & Dry" line. 368pp hard $48.00
Prune Country Railroading (5732), Holmes The San Francisco & San Jose R.R. 194pp hard $34.95
The Putnam Division (3550), Gallo & Kramer. The NYC in Westchester County. 80pp soft $14.98
The Railroad Night Scene (1304), Cook & Boyd. All-color pictorial with "how to" explanations. 130pp hard $44.00
Railroad Stations of New England Today (5606), Beauregard. B&M depot pix. 72pp soft $7.95
The Railroad That Lighted Southern California (2909), Johnston. Building the Big Creek dam. 128pp hard . $28.95
Railroads of Arizona, Vol.3 (2873), Myrick. Copper mines and short lines. 344pp hard $44.95
Railroads of the Yosemite Valley (2908), Johnston. California mountain shortlines. 206pp soft $29.95
Rails Along the Schuylkill (5611), Heathcliff & Traz. Reading steam pictorial. 72pp soft $12.95
Rails Around Gotham (3178), Carleton. Steam-diesel pictorial of N.Y./N.J. railroads. 320pp hard $39.95
Rails Beyond the Rutland (C54), Jordan. Successors to the Rutland Ry. 76pp soft $12.95
Rails in the Shadow of Mt.Shasta (5566), Signor. History of SP Shasta Div. 262pp hard $39.95
Rails 'Neath the Palms (5003), Mann. Pictorial history of Florida's railroads. 220pp hard $29.95
Rails, Sagebrush and Pine (5223), Ferrell. Logging days in Oregon's Sumpter Valley. 128pp hard $25.95
RDC: The Budd Rail-Diesel-Car (A5255R), Duke & Keilty. Great illustrated history. 295pp hard $57.95
Red Arrow (2888), DeGraw. 100 years of Philadelphia Suburban Transportation traction. 192pp hard $31.95
The Remarkable GG1 (1979), Zimmermann. Illustrated story of GG1 electrics. 72pp soft $9.50
Remember the Rock (1234), Hastings. Outstanding black & white photos of CRI&P. 48pp soft $13.95
Richmond, Fredericksburg & Potomac (A1303R), Mellander & Kaplan. Superb; 180 color photos. 128pp hard $35.00
Rio Grande Narrow Gauge (A2486R), Norwood. In depth, illustrated history. 312pp hard $39.95
Rio Grande Narrow Gauge Recollections (2490), Norwood. True tales of the D&RGW. 272pp hard 39.95
Rio Grande Southern Album (A5613R), Ronfor. Exquisite color photos from the 1940s and '50s. 40pp soft $18.00
Route of the Erie Limited (C11), Krause & Dirkes. Erie R.R steam & diesel action. 48pp soft $9.95
Rocky Mountain Railroad Memories (A5738R), Fulcomer. CB&Q, DRGW, ATSF, UP in B&W. 62pp soft $12.95
Royal Blue Line (A9006R), Harwood. B&O's N.Y.-Philadelphia-Washington route. 200pp hard $40.00
The Santa Fe, Prescott & Phoenix Ry. (5777), Sayre. AT&SF's branch in Arizona. 228pp hard $39.95
Santa Fe Streamliners (1996), Zimmermann. *Super Chief* to Amtrak. 112pp soft $17.95
Santa Fe Trails II (A5917), Olmsted. B&W pictorial of the Chicago-Amarillo line. 120pp hard $35.00
Seaboard Coast Line (C46), Warren & Clark. SCL action in Florida. 116pp soft $15.95
Seaboard Motive Power (A2521R), Calloway & Withers. Illustrated, with rosters. 256pp hard $45.00
Search for Steam (5561), Collias. Steam in the 1950s; Collias at his best. 360pp hard $29.95
Slim Rails Through the Sand (A2898R), Turner. Reprint of classic SP narrow gauge saga. 112pp soft $18.00
Snowplow (5537), Gerald M. Best. Snowplows and snowsheds on the SP. 120pp hard $24.95
Southern Pacific Dieselization (4005), Garmany. Illus. history of diesels on the SP. 420pp hard $49.50
Southern Pacific into the '90s (A6900), Shine. Photo review of SP/SSW/DRGW diesels. 200pp hard $45.95
Southern Pacific of Mexico (5249), Signor & Kirchner. Illustrated history of SPdeM/FCP. 170pp hard $39.95
Steam Spirit (A6100), Huxtable & Shultz. Color album of NS excursion locos. 32pp soft $6.95
Steam, Steel & Limiteds (1218), Kratville. A passenger train classic back in print. 224pp hard $45.00
Street Railways and the Growth of Los Angeles (A5257R), Post. Early trolleys. 188pp hard ..... $48.95.

***Super Chief:* Train of the Stars (A5256R),** Repp. Saga of ATSF's premier train. 256pp hard $39.95
Tehachapi (5242), Signor. Beautiful history of SP/ATSF grade to The Loop. 272pp hard $44.95
30 Years Over Donner (2906), Fisher. SP's Big Hill through the eyes of a maintainer. 200pp hard $29.95
Thoroughbreds (6655), Staufer & May. The illustrated history of NYC 4-6-4s. 352pp hard $40.00
Those Magnificent Trains (A2100R), Ditlefsen. Color pics and short stories. 88pp soft $14.95
Ticket to Silverton (1239), Crist, Grenard & Krause. Silverton pictorial. 48pp soft $9.95
Tidewater Triangle (2511), Yanosey. Southeastern railroads in the 1960s, all color. 160pp hard $45.00
Timetable Treasury (6792), Wayner. North American schedules and consists. 170pp soft $18.95
A Time of Trains (1477), Plowden. Superb B&W steam era pictorial. 162pp hard $45.00
The Time of the Trolley (5260), Middleton. 100 years of electric transit in America. 240pp hard $42.95
To Seattle by Trolley (A4008R), Wing. Superb photos and history of Seattle's transit years. 160pp soft $39.00
Traction Classics, Volume 1 (5243), Middleton. Illustrated study of interurban cars. 258pp hard $40.95
Traction Classics, Volume 2 (5246), Middleton. Interurban luxury and specialty cars. Hardcover $35.95
Train Freqs (1415), Pro Custom Hobbies. Railroad radio frequency list. Soft $6.95
Trains of America (A2492R), Heimburger. Color coverage of steam and early diesels. 204pp hard $41.95
Trains of the Northeast Corridor (1989), Nelligan & Hartley. NH/PRR/Amtrak. 98pp soft $9.95
Trains of Northern New England (1978), Krause & Bailey. B&M, MEC, CV and Rutland steam. 96pp soft $8.95
26 Miles to Jersey City (5607), Komelski. Pictorial of CNJ depots. 62pp soft $8.95
Twilight on the Narrow Gauge (A1985), Kramer. Rio Grande photos by Krause. 64pp soft $8.50
Two Feet to Tidewater (5776), Jones & Register. Maine's narrow-gauge WW&F. 268pp hard $34.95
Union Pacific 1990 (2526), Cockle & Withers. Illustrated look at today's motive power. 208pp hard $42.50
Union Pacific's West (2916), Sims. 117 B&W and 28 color photos throughout the system. 192pp hard $42.95
The Unique New York & Long Branch (A4500R), Wood. Coverage of CNJ/PRR joint line. 238pp hard $25.98
Valley Division Vignettes (A1600), Krieger. Superb saga of Santa Fe in central Calif. 254pp hard $37.95
Vermont's Granite Railroads (5775), Jones, Maxfield & Glove. More than 300 photos, maps. 276pp hard $34.95
Wabash (2487), Heimburger. Wabash railroad history, equipment and photos. 320pp hard $38.95
West From Omaha (A4009R), Pfeifer. Color images of Western steam and early diesels. 208pp hard $59.50
Wheeling & Lake Erie Railway (5625), Coms. 239 photos of W&LE and predecessors. 80pp soft $14.95
White Pass and Yukon Route (A1231), Cohen. Historical photo coverage. 104pp soft $7.95
***Zephyrs* Thru The Rockies (5771),** Edmonson & Goodheart. Color CZ/RGZ pictorial. 128pp $39.95



You can charge your books on MasterCard, VISA, American Express or Optima!

CARSTENS Publications, Inc. • P.O. Box 700, Dept. 5828 • Newton, NJ 07860

I've enclosed $_____ in: ☐ check ☐ m.o. ☐ c.c. Send the books indicated below:

TITLE & SERIAL # | QUANTITY | PRICE

_____

_____

_____

CHARGE TO: ☐ American Express ☐ Optima ☐ MasterCard ☐ VISA EXP. DATE ___/___/___

CARD # _____ SIGNATURE _____

NAME _____ STREET _____

CITY _____ STATE _____ ZIP _____

POSTAGE & HANDLING (U.S. $2. per book; Foreign add 20%)

(N.J. residents add 7% sales tax, Canadians add 7% G.S.T.) ***Please type or print legibly.***

Don't want to cut your magazine? Use a photocopy or letter for your order.

KODACHROME 25: WAYNE MONGER

O&NW AS616 No.4, hauled dead to Ontario, Oregon, on September 4 1991, appeared to be in the lead as ex-TP&W GP7 1604 made a reverse move at Celatom.

8x7 EKTACHROME: AIKEN RAIL SERVICE

SAVANNAH RIVER SITE GP60 106 is seen at Dunbarton, S.C., **(left)** where it now works alongside Dash 8-40B 107 and RS1 108, both visible in the background.

SIX EX-D&H C424Ms like the 450, seen at Waterville, Maine, on January 25, 1992 **(below)** have been returned to Guilford for service on Maine Central.

KODACHROME: JIM BOYD

KODACHROME: GEORGE MELVIN

SUPER 7-30C DEMONSTRATOR 3008 ran in GECX paint on the Susquehanna. It led stack train SLN4X past Sparta, N.J., on February 9, 1992 **(left)**.

RECREATING HISTORY, 4-4-0 No.8 and 4-6-0 No.25 were dressed up as the *Jupiter* and 119 for filming on SP at Wabuska, Nev., on January 22, 1992.

KODACHROME 25: WAYNE MONGER

GE UNITS ON CP RAIL CP Rail is taking a long second look at GE locomotives. During January and February 1992, BC Rail Dash 8-40CMs 4612 and 4617 and UP Dash 8-40CWs 9432 and 9434 were used in unit coal train service between the Crowsnest Pass area mines in southeastern British Columbia and the Roberts Bank superport near Vancouver. On loaded westbound trips, loaded grain cars were sometimes added to test hauling capacity over Rogers Pass, Eagle Pass and Notch Hill. The four GEs were equipped with Locotrol 2 radio control gear and operated in standard CP style with two on the point and two working as slaves at mid-train (page 4). While the BC Rail and UP units were on the CP, three CP SD40-2s were supplied to BC Rail and two Soo Line SD60s were supplied to UP. After the return of BC Rail's GEs in February, the UP GEs continued testing with CP Rail SD40-2Fs.

At present, CP's coal trains are hauled by SD40-2s, as well as several of the newer, cowled SD40-2Fs. When first introduced in the early 1970s, CP's unit coal trains were hauled by MLW M630s. The MLWs were not up to this strenuous service and were replaced by SD40-2s in the mid-1970s. The 5800-class Locotrol 2 master units have been captive in this service for 15 years and are due for replacement. Testing the BC Rail and UP GEs has allowed CP to sample the latest from that locomotive builder before it decides what new power to buy — PHIL MASON.

O&NW AS616 No.4 On September 4, 1991, Oregon & Northwestern AS616 No.4 (ex-McCloud River 34, nee-SP 5253) was moved from Hines, Oregon, east off the Oregon Eastern Division of the Wyoming-Colorado Railroad to the UP interchange at Ontario. The Baldwin was hauled dead-in-consist behind OE's ex-TP&W GP7 1604 on a regular road freight. After forwarding by UP, No.4 finally reached the Morrison-Knudsen plant at Boise, Idaho, on September 9. M-K will remove the trucks and prepare the unit for delivery by flatcar to Portola, California.

No.4 and sister O&NW No.3 (ex-SP 5274) were purchased by the Feather River Rail Society in 1991. Both units were to be moved to Portola together in July 1991, but air brake problems with No.4 kept that unit at Hines until its old 24-RL brake system could be repaired. With some amount of luck, the FRRS will have the two big Baldwins reassembled and in operating condition in time for the visit of UP 3985 and its train, which will pass Portola en route to the NRHS national convention in San Jose during July 1992— WAYNE MONGER.

SAVANNAH RIVER SITE U.S. taxpayers contributed to the purchase of a new GP60 for the Department of Energy's Savannah River operation in South Carolina. Built as an add-on to a Norfolk Southern order, GP60 106 will assist Savannah River Dash 8-40B 107, which had been built as an add-on to an SP order. Both units will replace RS1s 106 and 107, although the change is not really "in-kind" as the RS1s were lettered for Savannah River *Plant* while the GP60 and Dash 8-40B are lettered for Savannah River *Site*. RS1 106 is now in south Florida on the Gold Coast Railroad, but RS1 107 is still on the property, unused. Sister RS1s 105 and 108 are still used in rotation. GE 80-ton center cab 102 works on an isolated part of the plant trackage moving coal from the CSX connection. The red, white & blue scheme on the GP60 and Dash 8-40B is a new touch, as the other units are in safety yellow. The RS1s are air-conditioned and were rebuilt with roller bearing trucks and new brake stands, but the plant railroad organization deemed the work on RS1s 106 and 107 unsatisfactory. While there are many EMD diesels in stationary generator service at the Savannah River plant, GP60 106 is the first EMD locomotive to see service on the plant's entire 52-mile system — AIKEN RAIL SERVICE

SIX EX-D&H C424Ms The six C424Ms rebuilt for the D&H have been returned to Guilford's Springfield Terminal lines. Rebuilt by GE at Hornell, New York, in 1979-'80 with new 2000-h.p. 12-251C prime movers, new controls, rebuilt radiators and updated wiring and numbered D&H 451-456, they were originally built as Erie Lackawanna 2401, Reading 5206, EL 2405, 2407 and 2414 and Reading 5207, then renumbered under Conrail as 2475, 2495, 2480, 2481, 2488 and 2496, respectively. Upon delivery to the D&H in 1980, the units wore the then-current scheme of blue with yellow trim. In fall of 1987, three were repainted in Guilford colors at the D&H shop in Oneonta, New York, converting the 451, 455 and 456 into Springfield Terminal 70, 74 and 75. They operated just a year in this livery, primarily as yard and local power at Waterville, Maine, and elsewhere in Massachusetts. After Guilford left the D&H bankrupt in 1988; all six C424Ms were returned to the D&H, with the three Guilford gray units retaining their Springfield Terminal numbers while having their "turbo G" logos replaced by small D&H shields. They were regulars at Binghamton and Scranton for a couple years and even wound up on the Susquehanna during that road's emergency management of the D&H.

In January 1992, the C424Ms returned once again to Guilford, initially routed to Waterville on the 17th and 18th. As of early February, two have been relettered, the 70 becoming Maine Central 450 and the 74 becoming Maine Central 451. This is actually MEC's second 450, the first having been ex-Algoma Central GP9 171. It's expected C424M 75 will become MEC 455, while sisters 452-454 will retain their numbers.

RECREATING HISTORY Wabuska, Nevada, on SP's Mina Branch, was turned into Promontory, Utah, on January 22 for filming of a recreation of the 1869 joining of the Central Pacific and Union Pacific railroads. Two vintage steam locomotives were trucked in the day before from the Nevada State Railroad Museum at Carson City: Virginia & Truckee 4-6-0 No.25 (Baldwin 1903) and Dardanelle & Russelville 4-4-0 No.8 (Cooke 1888). Both engines were worked on at the museum to duplicate as close as possible the appearance of Central Pacific's *Jupiter* (No.8) and UP's 119 (No.25), with such modifications as proper period headlights (from the museum's collection), minor paint changes and overall wax jobs.

Amid 15-degree weather at 6:30 a.m. on January 22, steam returned to the Mina Branch (route of the narrow gauge Carson & Colorado prior to purchase and standard gauging by SP) as the dispatcher in Roseville gave block authority jointly to "V&T 25 and SRM 8" over the radio. With in excess of 50 locals performing in costume as extras, the morning was spent shooting a scene showing the laying of the final rails at Promontory while No.8 moved up to the end of track. In early afternoon, the film crew spent some time on a long-distance side shot of the scene, then the rest of the day was spent filming repeatedly for different camera angles of the famous "last spike" scene. Just after the sun went down and the director called it "a wrap," many people were invited into the cabs of No.8 and No.25 for about a mile of "spirited" running up and down the 110-pound welded rail of the SP line, something that can't be done on the little bit of track at Carson City. The following day, both locomotives were reloaded for the move back to the museum. The New Orleans-based Morrison Production Company did the filming for a TV commercial for energy and gold giant Freeport-McMorRan Corporation, to be aired on NBC sometime in early April — WAYNE MONGER.

NICKEL PLATE GP30 900 After it was suggested that one of the ten Nickel Plate GP30s should be preserved, Norfolk Southern took the hint in a big way and put its 2900, the original NKP 900, through the Roanoke Shop to prepare it for donation to the Mad River & NKP Railroad Museum in Bellevue, Ohio, where it will join NKP RSD12 329 and Wabash F7 671 in their classic pre-merger colors. Tony Koester of the Nickel Plate Road Historical & Technical Society supplied the paint specs and official EMD painting and lettering diagrams for the project, and the museum plans to restore some of the missing NKP "details" like the Mars light. The gleaming GP30 arrived in Bellevue in February in fully serviceable condition and will be formally presented to the museum in May. Thank you, Norfolk Southern!

JUST THE 611 IN '92 For its steam program in 1992, Norfolk Southern announced that N&W Class J 4-8-4 611 would be their only locomotive in service, allowing Class A 2-6-6-4 1218 needed shop time with an expected return to service in mid-1993. The announcement also said that the steam program in '92 "would reflect our Corporation's commitment to Thoroughbred Quality with some dramatic changes" including improvements to the passenger cars. The fleet will be converted to HEP (480-volt a.c.), the air conditioning systems overhauled or replaced, the interiors refurbished, the trucks

and running gear overhauled as necessary and the cars painted. As a result, only one trainset will be in service in 1992, and the schedule will consist of only 48 trips. The passenger car work should be finished for the 1993 season.

MOUNTAIN LAUREL RAILROAD On December 30, 1991, Conrail sold 128.7 miles of trackage in western Pennsylvania to the Mountain Laurel Railroad, a new subsidiary of the Pittsburg & Shawmut. The lines involved were the 104.2-mile ex-PRR Low Grade Secondary between Lawsonham and Driftwood and the 24.5-mile ex-NYC Clarion Running Track between Piney and Brookville. Initially, P&S power was being used on Mountain Laurel, but on January 13 the first two of six ex-IC GP10s arrived on the new short line. GP10s 12 and 13 (ex-IC 8110 and 8119, originally IC GP9s 9135 and 9061) were shopped and painted in ML colors (page 68) by VMV Enterprises prior to delivery. The remaining four GP10s were due to arrive within weeks and begin helping to move Mountain Laurel's coal and freight traffic. The Mountain Laurel now also becomes the sole outside connection for the Lake Erie, Franklin & Clarion, which interchanges with the Piney line at Sutton and the Lawsonham line at Summerville. Since July 1990 the P&S has also been operating the ten-mile coal-hauling Red Bank Railroad from Lawsonham to Sligo with P&S power.

SAN JOAQUIN VALLEY RAILROAD A change is taking place in the southern end of California's San Joaquin Valley. A new Kyle Railway subsidiary, the San Joaquin Valley Railroad, has begun limited operation on some of the more than 200 miles of Southern Pacific branch lines located between Fresno and Bakersfield. The lines involved are the former SP Clovis, Coalinga, Exeter, Stratford and Visalia branches, with options being considered for the Arvin and Oil City branches. The company office and diesel shop are in the former Visalia Electric buildings at Exeter. SJVR operated its first train on January 2. Its roster of six GP9s includes Kyle 101 and 104 (ex-SD&AE 101 and 104, nee-UP 224 and 308), Arizona Eastern 1751, 1754 and 1755 (ex-SP 3312, 3357 and 3397) and California Western 65 (ex-SP 3411). Citrus and other agricultural business has been substantial enough to warrant several SJVR road jobs six days a week. The railroad is still reviewing the viability of each branch, and any which Kyle decides it doesn't want will most likely be abandoned — JOSEPH T. BISPO.

CENTRAL OF INDIANA The Central Railroad Company of Indiana began on December 31, 1991, when it purchased roughly 85 miles of Conrail track from Cincinnati, Ohio, west to Shelbyville, Indiana, with nearly 30 miles of trackage rights further west into Indianapolis. The purchase also includes connected segments of "industrial track" in the Thatcher and Lawrenceburg, Ind., area. Power for the new line so far has been GP10s 1750 and 1751 plus SW1200 1201 from affiliate Central Railroad Company of Indianapolis and leased Great Miami GP30 No.30. In addition, the Central of Indiana is reportedly getting a quantity of GP30s and GP35s from Norfolk Southern — NS GP30 2572 was on the property as of this writing. One of the largest customers on the line is a Seagram's distillery at the end of the branch in Lawrenceburg.

The CRI trackage was once a busy portion of Cleveland, Cincinnati, Chicago & St. Louis "Big Four" main line. The 58-mile segment between Shelbyville and Thatcher has been approved for abandonment since 1982, and Conrail offered the line for sale in 1990. The Central of Indiana shares executive members with the Central of Indianapolis, operators of 87 miles of former-Nickel Plate lines radiating from Kokomo to Peru, Marion, Tipton and Frankfort, Indiana, roughly 35 miles north of Indianapolis.

SD60MAC DEMONSTRATORS The first two EMD SD60MAC demonstrators for the BN have finally shown themselves in daylight. Announced many months ago, "Big MACs" 9500 and 9501 were built at La Grange and immediately shipped to the AAR test facility in Pueblo, Colorado. The second two units are being built at London, Ontario, for a third-quarter '92 delivery.

The SD60MACs feature a.c. traction motors and radial six-wheel trucks which self-steer into curves. The units were a cooperative effort between BN, Siemens and EMD, there was quite a discussion of a demonstrator paint scheme. EMD and Siemens wanted a distinctive demonstrator image, while BN wanted their basic green and black. So the demos wouldn't look like BN's fleet of leased Oakways, EMD designed a new wine, silver and black image with heralds of each design partner (see November '91 RAILNEWS) on the hood and an FT-era "GM" on the nose. It was announced that at BN's request the units "would be green." The resulting livery is a compromise of the EMD scheme in BN colors with a blue FT-era "GM" over the BN herald on the nose.

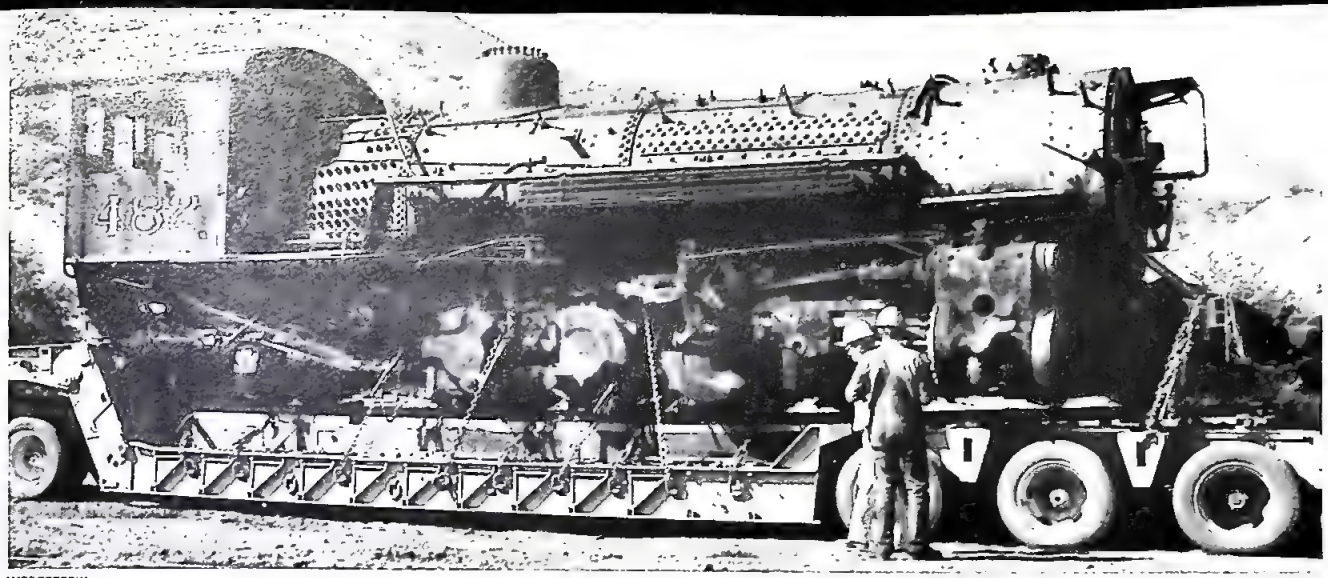
EX-BC RAIL ALCOs Many of the 29 BC Rail Alco C630s, M630s and M630Ws traded to GE for 22 Dash 8-40CMs in 1990 are in turn being leased to Ferrocarril Nationales de Mexico by GE, though reports of the exact number of units conflict. The units have retained their BCR paint scheme and apparently their BCR numbers but have lost their distinctive plows. Photos show them sporting FNM heralds and big number boards. These units join former-BCR M630 705 which was rebuilt as M630M GECX 5000 to demonstrate Super 7 components to FNM (March '92 RAILNEWS).

BURLINGTON NORTHERN F9-2s On January 16, 1992, the Southern Pacific allowed Burlington Northern to operate their executive passenger train over the D&RGW Moffat Line from Denver to Winter Park, Colorado. Onboard were the BN CEO and other executives who traveled in grand style in nine business cars led by the colorful A-B set of F9-2s, BN-1 and BN-2. The train spent six days at the Winter Park ski area to provide slope-side accommodations, joined at times by Rio Grande's regular Ski Trains (page 4). On January 21, the BN special returned to Denver — DAVID A. PHILLIPS.

SUPER 7-30C DEMONSTRATOR 3008 In early February 1992, the New York, Susquehanna & Western took delivery of GE Super 7-30C demonstrator 3008 for several weeks of evaluation in regular service. The 3008 was built in September 1990 by GE in Montreal from Milwaukee Road U30C 5654. Unlike previous Super 7 demonstrators which were light gray with red, white and black chevron stripes on the nose, the 3008 wears the scheme of GE's leasing arm GECX, complete with twin white stripes and "shark fin," red nose and red GECX in speedlettering on the long hood. Initial crew response to the unit has been less than ecstatic. While it has been described as "slow and steady" with little or no wheel slippage on the more than 1% grade of Sparta Mountain in New Jersey, some crews have said they still prefer the instant throttle response of NYS&W's venerable GP18s. With the GP18s used primarily in local service, NYS&W's daily stack trains between Buffalo, New York, and Little Ferry/North Bergen, New Jersey, and bi-weekly road freights between Binghamton, N.Y., and Little Ferry have been relying on the road's four Dash 8-40Bs and handful of serviceable ex-BN SD45s and F45s, plus run-through and leased power off the CP/D&H system including GATX and PLM units. Power shortages and en-route unit failures have become common as the number and length of trains moving across the D&H/Susquehanna corridor has increased. To counter this, Susquehanna hopes to buy or lease additional power, six-axled units preferred. As of late February the railroad was still evaluating the performance of GECX 3008.

MISSISSIPPI CENTRAL 4-4-0 No.98 On November 30, 1991, the handsome ex-Mississippi Central 4-4-0 No.98 (one of the very few survivors of the Paulsen Spence collection from Louisiana) was pulled out of the Wilmington & Western shops at Marshallton, Delaware. The 1909 Alco met her tender for the first time since she was sidetracked in 1986 with a cracked drypipe. No.98 was being overhauled during the winter and is expected to start the 1992 season in April. The WWRR's other steam engine, 2-8-2T No.37, was also sidetracked in 1991. It's expected to return to service by the end of the 1992 season. While the 98 and 37 have been down, all rail traffic has been handled by WWRR's SW1, S2 or ex-PRR doodlebug 4662 — EDWARD J. FEATHERS.

CP SNOWPLOW 400850 On December 20, 1991, CP Rail donated 20-ton wedge-type snowplow 400850 to the Henry Ford Museum & Greenfield Village in Dearborn, Michigan. Built by CP's Angus Shops in Montreal in 1926, it was one of 36 plows built by the railroad



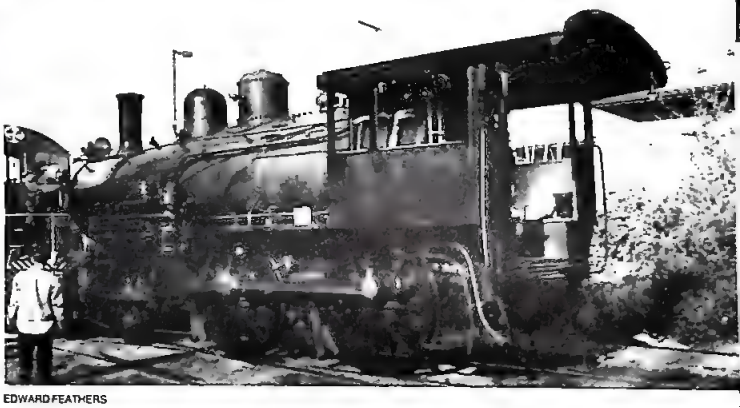
AMOS CORDOVA

D&RGW 2-8-2 482 was shipped by flatbed truck from the C&TS to the Durango & Silverton in October 1991. It should be running by May 2, 1992.

HENRY FORD MUSEUM & GREENFIELD VILLAGE

CP SNOWPLOW 400850 was presented by CP Rail's V.P. of Operations & Maintenance Edward Cavanaugh (at right) to Steven Hamp, program division director at the Henry Ford Museum in Dearborn, Michigan, on December 20.

MISSISSIPPI CENTRAL 4-4-0 No.98, shown at Marshallton, Del., on November 30, 1991, (**below**) will soon run again on the Wilmington & Western.



EDWARD FEATHERS

between 1920 and 1929. According to John Scott, railroad supervisor at the museum, "Of the 18 snowplows that CP Rail retired, we selected 400850 because it still has many original features. Although modifications such as safety glass and improved brakes have been made, the interior wainscoting and operators' seats reflect the original appearance."

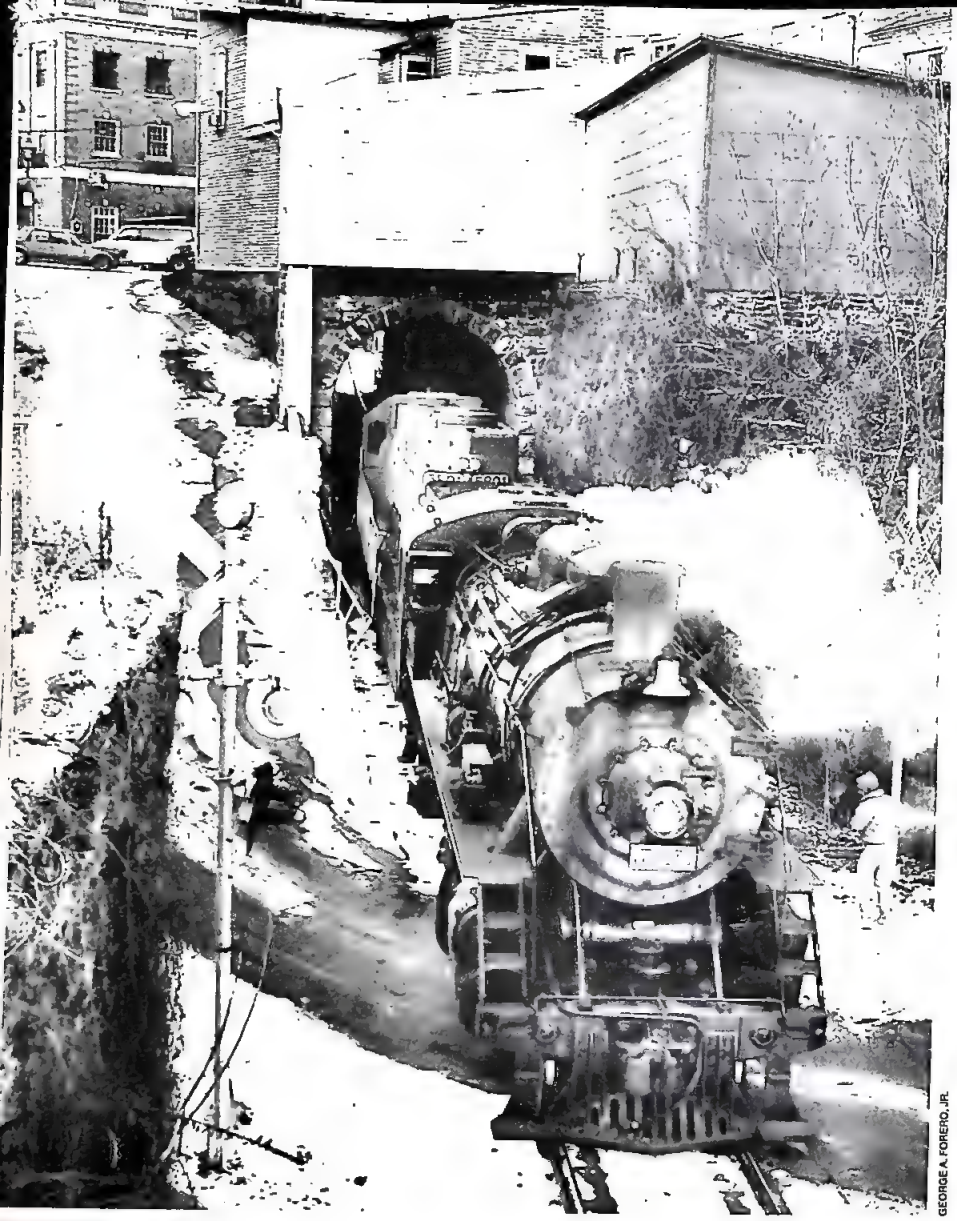
METRO-NORTH IS GETTING F10s During February 1992 it was announced Metro-North would acquire F10s 1109, 1113, 1151 and 1152 from MBTA, which will be replacing the F10s with its new F40s. After being overhauled and renumbered (series not decided at press time) at Metro-North's Harmon Shops, the F10s are expected to enter service by May. They'll be assigned to the Harmon-Poughkeepsie shuttle and the Danbury and Waterbury branches — RICK GLADULICH.

D&RGW 2-8-2 482 During October 1991, the Durango & Silverton added another K-36 to its roster by trading fully operational K-37 497 for Cumbres & Toltec's derelict K-36 482. The 482, a 1925 Baldwin 2-8-2, was among ten K-36s built for the D&RGW numbered 480-489. She was pulled out of service at Alamosa, Colorado, in 1959 due to expiration of flue time and remained stored there until being moved to Chama as part of the sale of the Antonito-Chama line to the states of Colorado and New Mexico.

Already sandblasted and being restored, the 482 will be reflued, relagged and rejacketed, staybolts and staybolt caps will be inspected and renewed, running and driving gear will be overhauled and cab woodwork, windows and doors will be repaired. When this work is completed, 482 will join sisters 480 and 481 for passenger service on the *Silverton*. Of the six other surviving K-36s, 483 is stored in Chama; 484, 487, 488 and 489 are on the C&TS and 486 is privately owned and on display at the Royal Gorge in Colorado. The 485 rolled into the Salida, Colorado, turntable pit in 1953 and was later dismantled. The 482 will make her maiden trip pulling the 8:30 a.m. "Silverton Train" on May 2 to kick off the 1992 season — AMOS CORDOVA.

OMER LAVALLÉE: 1925-1992 Canada and all North America lost one of its premier rail historians on February 5, 1992, with the death of Omer Levallée. A retired employee of Canadian Pacific, he was 66. Levallée began his railroad career with CPR in 1942 when he was assigned to Canadian Pacific Airlines. In the same year, he was transferred to the CPR Finance Department where he served through 1966. It was during this period that one of his assignments was on the pay car which served Maine points. For 15 years he traveled on the car between Megantic, Quebec, and Mattawamkeag, Maine, first as a payclerk and then as paymaster.In 1966, Levallée transferred to CPR's Department of Public Relations and Advertising. In May 1973 he established the Canadian Pacific Corporate Archives and headed a full-time staff of five employees until his retirement in 1986.

In his personal life he was a student of Canadian rail transportation for some 35 years and authored four major books on Canadian railroads. At the time of his death, he had just finished the manuscript on a book covering the International of Maine. He was a member of many historical groups and technical advisor to the CBC during production of "*The National Dream*," an eight-part television documentary on the building of the CPR. In 1989 he was named as a member of the Order of Canada by then-Governor Jeanne Sauvé — BRUCE OWEN NETT.



GEORGE A. FORERO, JR.

BELLOWS FALLS, VERMONT, saw steam again on January 22, 1992, as Central Vermont GP38 5801 led NYS&W 142 through the tunnel beneath downtown. On January 28 (**opposite bottom**) it was meeting D&H 270 at Delanson, N.Y., en route to Binghamton, where the next day departing for Utica (**opposite top**) it passed derelict C430 3002.

Steam Returns to the Susquehanna

by George A. Forero, Jr., and Mike Del Vecchio

It was big news late in 1991 when the New York, Susquehanna & Western Railroad announced that it had purchased Chinese-built SY-class 2-8-2 1647 from the Valley Railroad in Essex, Connecticut, to replace the one it had lost at sea the preceding June. To bring the Valley Mikado to Utica, New York, where the NYS&W would base the locomotive, the railroad opted for a round-about routing through New England to take advantage of "friendly" connections and avoid Conrail's standard special movement charge of $50 per mile over the more direct Boston & Albany route. With proper timing, the railroad could also earn some revenue with a movie contract en route. In all, the January 21-29, 1992, ferry move covered over 420 miles (plus 90 miles after reaching NYS&W home rails) and involved seven railroads: Amtrak, Providence & Worcester, Central Vermont, Green Mountain, Vermont Railway, Clarendon & Pittsford and Delaware & Hudson. The movie stint in Bellows Falls, Vermont, contributed toward the cost of the move and made it practical to keep the locomotive under steam for the entire trip.

The Chinese Mikados

It is a now-familiar story that in the mid-1980s the Tang Shan Locomotive & Rolling Stock Works in China had become the last factory in the world producing standard gauge main line steam locomotives and that the Valley Railroad's chief mechanic J. David Conrad developed the specifications that would permit Tang Shan's standard SY-class light 2-8-2 (based on a pre-World War I U.S. design) to meet boiler and safety appliance standards for operation in the United States. In 1989 two "Conrad Mikados," Valley Railroad 1647 and Knox & Kane 1658, were built at Tang Shan and delivered at Camden, N.J., on December 17, 1989, to their American owners.

The Valley 1647 was technically a "demonstrator," and it attracted several potential customers and one real buyer: the NYS&W. In 1990 Tang Shan went to work on NYS&W 141, given construction number 1698M. In late May 1991 the locomotive was shipped from China aboard the Norwegian freighter *Braut Team*. But on June 7, 1991, the ship encountered rough seas and sank in deep water in the Bay of Bengal. With its long-awaited locomotive lost at sea and some long-term commitments made for steam operations in upstate New York, the NYS&W had two options: order another Chinese-built locomotive or purchase an operating engine already in the States. After scouring North America for available steam locomotives the NYS&W wound up with the best of all conditions. In the Valley 1647 it got the reliability, efficiency and "flue time" of a brand new locomotive without the delay of building one. And with a year of service in Connecticut under its belt, the 1647 had fully worked out all of its bugs.

Susquehanna President Walter Rich considers the NYS&W Technical & Historical Society as an asset and prevailed upon them to appropriately number and paint the steam locomotive(s). Historically, the NYS&W had numbered its locomotives sequentially, and the last

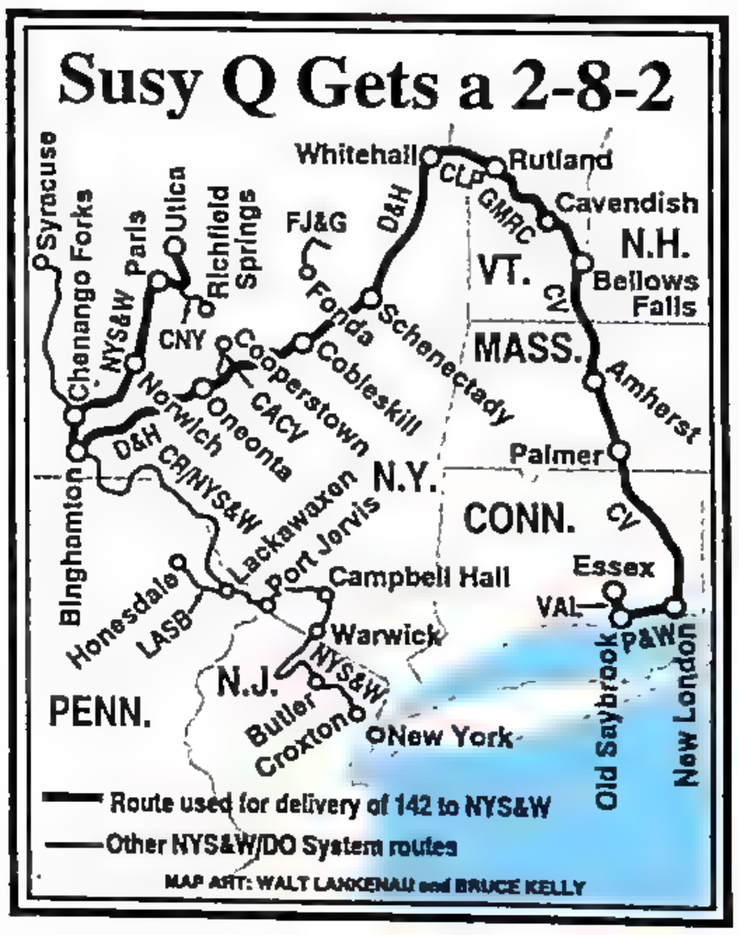
KODACHROME: MIKE DEL VECCHIO

steam locomotive purchased new for the NYS&W was Baldwin 2-8-0 140 in 1908 (the NYS&W was leased by the Erie between 1899 and 1940, and all steam locomotives acquired after the 140 had been leased from the Erie). The sunken locomotive, numbered by Tang Shan 1698M, was to have become NYS&W 141, and the railroad decided to number the Valley engine 142.

After a temporary renumbering for publicity photos on December 22, 1991, the last revenue day for for Valley 1647, members of the NYS&W "Techies" went to Essex to officially repaint the 2-8-2. The historians followed Susquehanna practice closely, including the "T.F. 142" on the tender frame (after the 1940 split from the Erie, the NYS&W contracted with the NYO&W Middletown, N.Y., shops for major repairs, and locomotives and tenders were routinely separated there). Interestingly, although the 1698M/141 on the ocean floor is now owned by the insurance carrier, the NYS&W has purchased more Chinese Mikados than any other American railroad thus far.

The ferry move

By mid-January 1992 the NYS&W 142 was ready to steam home on a trip that would involve the Providence & Worcester and Central Vermont to Bellows Falls, Vt., and the Green Mountain, Vermont Railway and Clarendon & Pittsford to the Delaware & Hudson at Whitehall, N.Y. The D&H would then take the engine to home rails at Binghamton, N.Y.



KODACHROME: J.J. YOUNG, III

For the first leg of the journey Providence & Worcester freight NR-2 picked up 142 on Tuesday, January 21, at the Valley's connection on the wye at Old Saybrook, Conn. The westward-facing 142 was pulled backwards for the 18-mile trip on Amtrak's Shore Line to the Central Vermont connection at New London, Conn. It remained in the CV yard overnight, where the haunting sounds of its whistle could occasionally be heard drifting across the Connecticut River by Amtrak's operator at Groton Tower.

The next morning (Wednesday, January 22) CV GP38 5801 took the 142 in tow, hauling it backwards with the smokebox facing south and into the sun. By mid-morning the special reached Palmer, Mass., where the CV crosses Conrail's B&A main line. A short delay caused by trackwork further north was used to good advantage when the CV uncoupled the 2-8-2 from the diesel and allowed it to make several photo runs the length of the yard in brilliant winter sunshine. All too soon the fun was over, and the GP38 and backwards 2-8-2 continued north.

After a short pause at Brattleboro for a crew change, arrival at Bellows Falls, Vt., occurred shortly after 3:00 p.m. The GP38 cut away from the 142 in front of the passenger station, and the 2-8-2 moved onto the interchange track with the Green Mountain Railroad. The engine then steamed over the stone arch bridge and into the GMR's facility on the New Hampshire side of the river in North Walpole. After the fire and ashpan were cleaned, the locomotive was backed onto the turntable and lined up for one of the stall tracks. As the last vestiges of the short winter day waned, the 142 chuffed quietly into the roundhouse. The thought occurred that this was probably the first encounter that the Chinese engine had had with an American turntable and a genuine steam-era roundhouse — and that the likelihood of repeating the experience, given the rapid disappearance of such facilities, is not all that promising.

Ethan Fromme

After two days off, the 142 took part in the filming of public television movie *"Ethan Fromme,"* the film adaptation of a short story written in 1911 by Pulitzer Prize winning novelist Edith Wharthon depicting the emotional turmoil of a poverty-ridden Berkshire Mountain farmer trapped in a loveless marriage to an older woman. The railroad film sequences were shot in a secluded portion of the Green Mountain near Cavendish, 22 miles west of Bellows Falls at a place called Crazy Woman Crossing. This took place on Saturday, January 25, when the 142 steamed out of Bellows Falls before sunrise with former Rutland wooden passenger car 860 (built 1891) and wooden coach 551 (built 1910). Though direct access to the filming was restricted, some fans found it was possible to watch and photograph the arrival and some of the positioning moves of the train.

ON THE GREEN MOUNTAIN R.R. NYS&W 142 rode the North Walpole turntable on January 22 **(opposite top)** and stormed upgrade through Ludlow, Vt., **(below)** on January 27. On the 29th **(opposite bottom)** it met 3006 on NYS&W at Chenango Forks.

GEORGE A. FORERO, JR.

Freight moves

The highlight of the 2-8-2's brief stay on the Green Mountain came on Monday, January 27, when the 142 was ferried to Rutland on the regular a Green Mountain freight. The original plan was to tie the steamer onto the rear of the 30-car freight and allow it to act as a pusher when necessary, but the idea was scrubbed, and the 2-8-2 was cut in just behind GMR GP9s 1850 and 1849. After some minor yard work, the train left Bellows Falls shortly after 11:00 a.m. Following the freight to Chester, it was hard to believe that this former haunt of Steamtown hadn't seen a live steam locomotive in almost nine years! The sight of a steam engine crossing Brockways Mills Gorge and passing the covered bridge at Bartonsville evoked memories which, until now, had not seemed all that distant.

After a brief stop at Chester to make a setout, the train continued through Gassetts. Just north of the Route 103 overpass the call went out to the 142 for a "little help." This set the stage for a splendid, if short, display of a working diesel/steam doubleheader with steam exhausts echoing in the narrow valley. Ice in the big cut near Cavendish slowed things to a crawl as the Geeps inched their train past encroaching frozen waterfalls on the walls of the cut and the inside rail on the curve. Switching the talc mill in Smithville consumed the next two hours. But the best was yet to come.

It was after 3:00 p.m. when the train

GEORGE A. FORERO, JR.

charged past the Ludlow depot in its assault on Mt. Holly in lightly falling snow. No spectator now, the 142 gave ample evidence of its full participation as it mixed its staccato exhausts with the chant of the Geeps. Perhaps the most stirring moments took place near Healdville where the roaring Geeps and towering white plume from the 2-8-2 could be seen slowly approaching across the snow-covered landscape for what seemed like an eternity — but which, alas, was over all too soon. After that, the rest of the run into Rutland was anticlimactic. After dark, the 142 ran light from Rutland for the 23-mile trip west on the Clarendon & Pittsford to the D&H at Whitehall, N.Y.

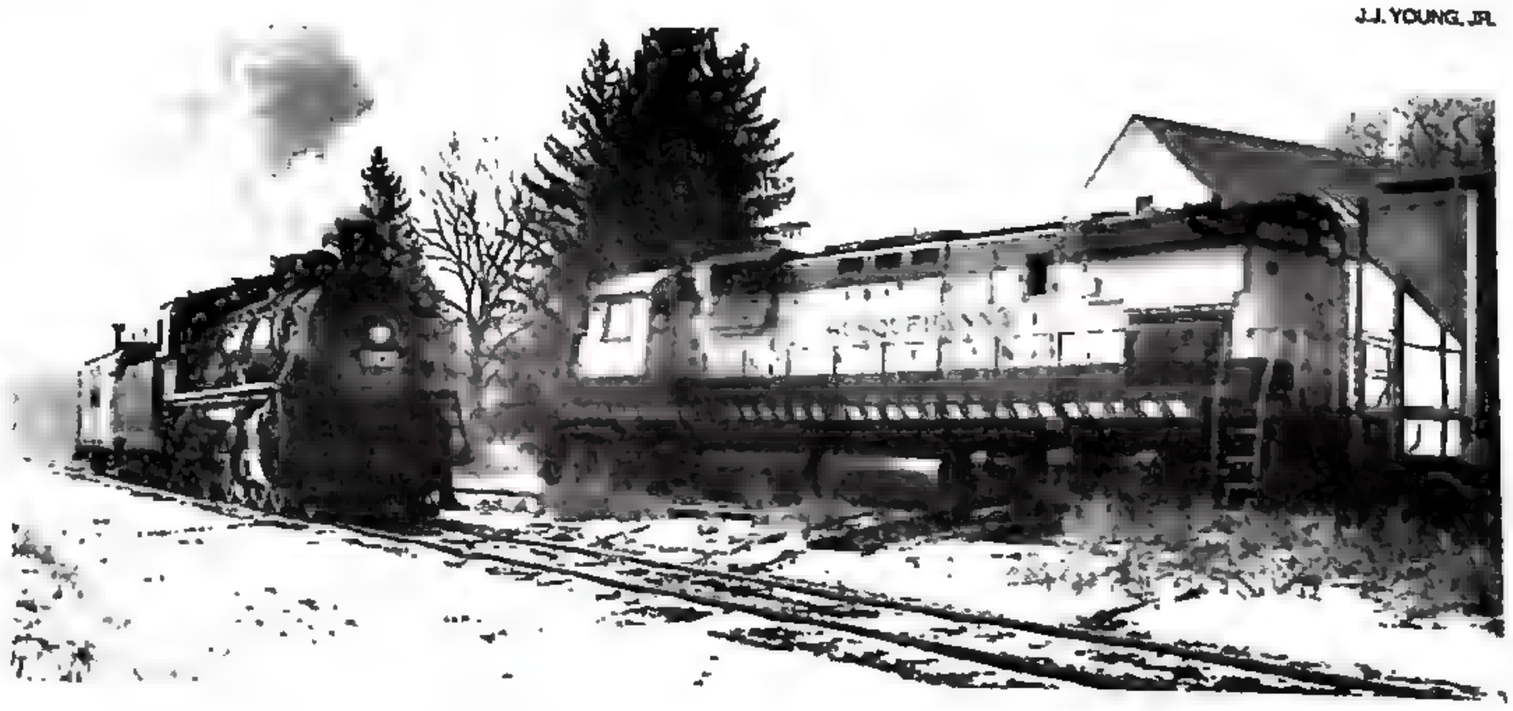
On Tuesday, January 28, D&H lightning-striped GP38-2 7309 would be the 142's escort over the D&H from Whitehall to Binghamton. Getting out of town at 9:00 a.m., the extra arrived at Binghamton around 2:00 p.m., where 7309 handed the steam locomotive to the Susquehanna at the Bevier Street wye.

Home rails at last

On January 29 the stage was set for the 90-mile run up the Utica Branch. With only NYS&W's yellow former-B&O bay window caboose in tow and railroad president Walter Rich at the throttle, things got under way roughly mid-morning. A few miles north of Binghamton at Chenango Forks (junction of the Syracuse and Utica branches) a meet with the Syracuse branch local led by C430 3006 got things off to a good start. At Norwich, roughly half-way up the branch, the water stop turned into an impromptu press conference. The locomotive was performing well, running at track speed most of the day. Engineer/President Rich appeared to be really enjoying himself. As a cloudy dusk was well under way, the short train glided down the 2% grade of Paris Hill into Utica, where the 142 mingled with automobiles on the half-mile of trackage down the middle of Schuyler Street before reaching NYS&W's Utica Shops. Walter Rich's running of the first steam locomotive down Schuyler Street marked the tenth anniversary of the first Susquehanna diesel making the same trip in 1982 when the trackage was obtained from Conrail. Walter was at the throttle then, too.

The Susquehanna will use the 142 for both public relations projects and excursions and is still working out a 1992 schedule, but it seems that it will remain primarily on the lines north of Binghamton with only an occasional venture into New Jersey. Conrail's requirements on passenger-carrying operations will likely negate any steam excursions between the New York and New Jersey trackage. Some former Long Island Rail Road commuter coaches are being readied for steam service, and the NYS&W has a small fleet of business cars, including a dome. The 142 will be kept at Utica, and crews have been making repairs to the former-DL&W turntable there.

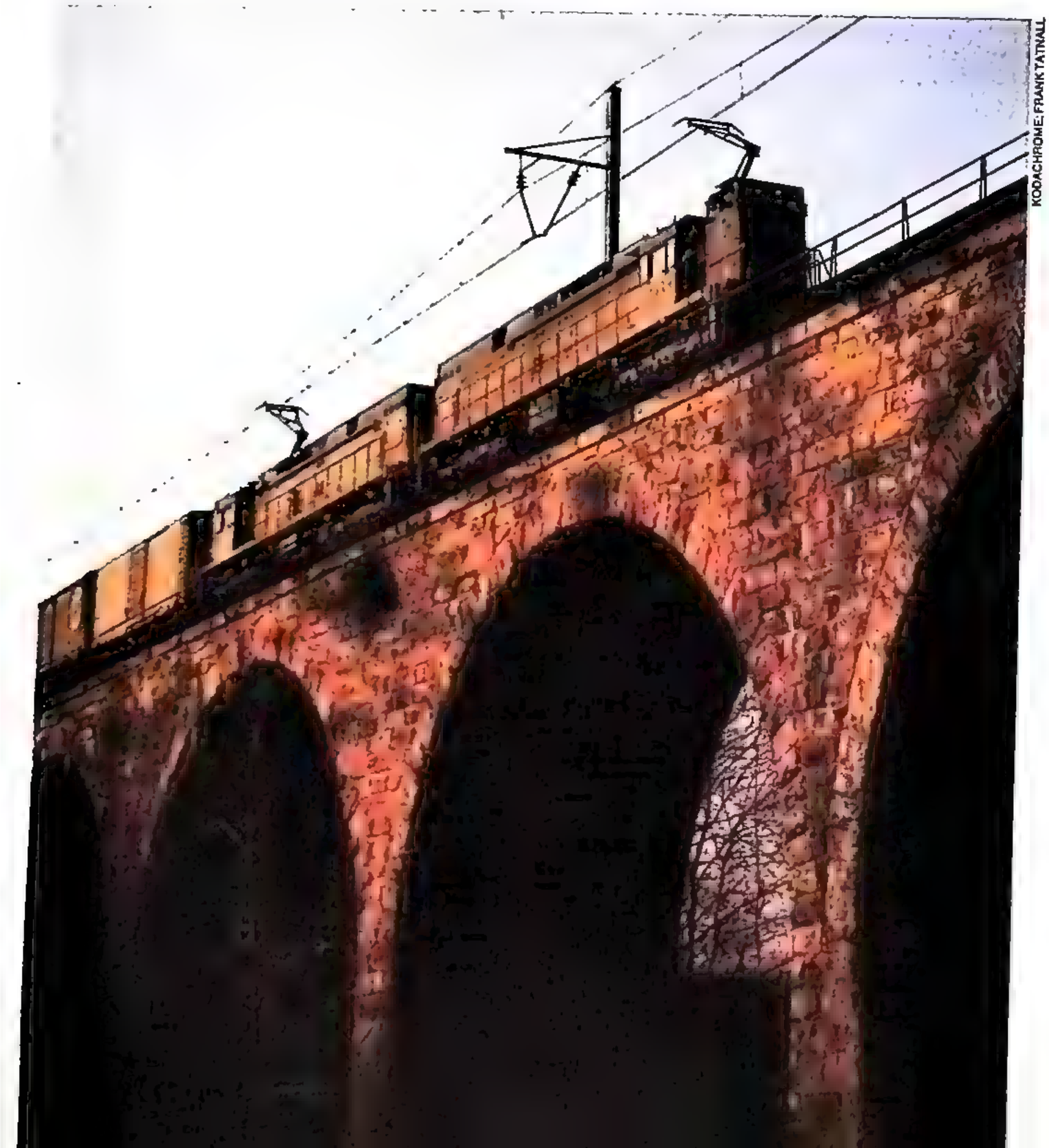
With heavy grades on both of the NYS&W main lines north of Binghamton, the 142 should get plenty of opportunity to put on a show as America's newest railroad-sponsored steam program gets under way.



J.J. YOUNG, JR.

EKTACHROME: JIM BOYD

STILL IN FACTORY PAINT but missing PRR keystones and lettering, Penn Central 4465 was preparing to depart Harrisburg (**above**) in June 1975 and crossing the stone arch bridge (**below**) on the Trenton Branch at Langhorne, Pa., on January 10, 1971.



KODACHROME: FRANK TATNALL

The E44:

If there was ever a class of locomotives whose heroics were "unsung," it would have to be the E44 electrics. Created for the Pennsylvania Railroad in 1960, the E44s handled freight for Penn Central and Conrail before retiring with the end of electrified freight service in 1981. With a severely utilitarian appearance and an almost non-existent paint scheme, the E44s were like the set dressers in Japanese Kabuki theater — running around in black, invisible to the audience on the stage of GG1 performers.

Today, the E44 has vanished from the rails, but one has been preserved: the 4465 on display at the Railroad Museum of Pennsylvania in Strasburg. The 4465 is an example of electric motive power technology as it evolved in the 1960s. Constructed by General Electric in Erie, Pa., the E44 is a direct descendent to a long line of electric locomotives produced by GE since 1895.

The E44 was the result of a desire by the Pennsylvania Railroad to replace 90 Depression-era P5A electric freight locomotives with a new unit that could use the existing alternating current (a.c.) overhead catenary power supply

Pennsy's Last Freight Motor

by Richard M. Gladulich

as well as standard direct current (d.c.) traction motors used under its diesel-electric fleet. Previous locomotives used by the PRR and others required a.c. traction motors, which were very inefficient when operating under low speed, heavy tonnage conditions. In 1949, after ten years of research, Westinghouse developed a process whereby a.c. electric power could be converted to d.c. through the use of a device known as a mercury arc "Ignitron" rectifier. This was essentially a vacuum tube version of today's solid-state diode, which will pass alternating current pulses in only one direction. When wired together in a diamond-shaped circuit known as a "bridge," they will convert a.c current into pulsed d.c. An iron-core smoothing reactor makes the power digestible by conventional d.c. traction motors. Today's alternator-equipped diesels use the same circuitry with spark-plug-sized diodes, but in the pre-solid-state technology of the late 1950s, those rectifiers consisted of a dozen water-cooled electron tube cylinders over twelve feet tall filled with mercury and requiring a complex "firing circuit" as well as a heavy duty water cooling system to keep the working temperatures of the Ignitron tubes between 105 and 122 degrees Fahrenheit. Speed control was accomplished in a fairly conventional manner for an electric locomotive by changing taps on the transformer secondary and by resistors in series with the motor armatures. As cumbersome as it may seem today, the Ignitron rectifier was a radical technology advance over the pure-a.c. systems of the GG1 era.

The 1951 experimentals

Seeing the advantage of this new Ignitron rectifier technology, the PRR in 1949 contracted with Westinghouse to modify an MP54 electric m.u. passenger car with the equipment. After two years of successful tests, it was decided to have Westinghouse built an experimental freight locomotive with the same feature. Ultimately, if successful, the new engine could be a prototype for a new locomotive fleet to replace the aging and obsolete straight-a.c. P5A units. Since the PRR was a very conservative organization, it also contracted with General Electric to build another prototype that used an updated version of the more conventional a.c. technology. Both builders were given very wide latitude in developing a locomotive that they felt would best fit the PRR's needs.

The experimental units were all delivered in 1951. The four GE a.c. locomotives, classified by the PRR as E2b (road numbers 4939-4942), consisted of a very diesel-like streamlined, single-end carbody riding on a pair of four-wheel trucks. Essentially an upgraded version of a GE demonstrator pair that was operating on the Great Northern and the New Haven, the E2b was conventional enough that it could be operated in multiple with the old P5A units. Intended for service in back-to-back pairs, the individual units were rated at 2500 h.p. apiece. (About two years later, the PRR picked up the two GE demonstrators, numbering them 4943 and 4944. They are easily recognizable by the nose number boards above their headlights.)

The four Westinghouse units delivered in 1951, however, were unlike any other electric locomotives built for North American service. In a Baldwin-Lima-Hamilton carbody that resembled a post-war Baldwin passenger diesel built for the National Railways of Mexico, they used the Ignitron-rectifier technology. Each 3000-h.p. unit was equipped with six traction motors, but two types of truck arrangements were tried. While tne E3c (4997-4998) rode on massive six-wheel "C" trucks, the E3b version (4995-4996) used three two-axle "B" trucks in order to improve tracking ability and lessen track damaging side motion. The E3c and E3b units could operate in multiple with each other but not with other types of units.

After nearly a decade of service, the GE and Westinghouse experimentals were evaluated on their relative merits. The GE units, while good, were merely upgraded versions of the old P5As. The Westinghouse units, however, proved that Ignitron-rectifier technology was adaptable to heavy duty freight locomotive use. There had been some concern that use of mercury in a water-cooled tube would not be practical in a railroad environment due to the extensive lateral and vertical movement found aboard a locomotive moving at speed. This did not prove to be a problem, and the Ignitron-rectifier was clearly the technology of the future.

Diesels or rectifiers?

Although PRR management had now decided upon the technology to be used in any new electric freight locomotives, there was still a question as to whether *any* freight electric locomotive was justified in view of the rapidly improving efficiency of diesel-electric motive power. Thus, in 1957, the PRR contracted with three separate engineering consulting firms to each independently study this question. Reassured by all three reports that freight electric locomotives were still cost effective when compared to diesel power when the physical electrical plant is already in place, the PRR began work on the E44 project.

Ironically, several years earlier, GE had recognized that Westinghouse Ignitron-rectifier technology was superior to its own. Since Westinghouse was no longer interested in manufacturing locomotive electrical components, it licensed the technology to GE for railroad applications, and GE wasted little time in producing a rectifier locomotive. In 1954, the New Haven Railroad specified that an upcoming GE order for ten passenger electrics should be Ignitron-rectifiers. Delivered in the fall of that year, the double-ended 4000-h.p. EP5 units (page 74), known as "Jets" due to their cooling-blower noise, were only a limited success. Hampered by a need to operate over the Park Avenue Viaduct en route to Grand Central Terminal in New York City, the sleek streamlined units were extremely compact in order meet the route's restricted axle loading and clearance limits. This led to cooling problems and frequent electrical fires in the carbodies. Still, the Ignitron-rectifier concept was found to be valid.

In 1955 the Virginian Railway had requested bids for a dozen electric freight units its Mullens, W.Va., to Roanoke, Va., electrified main line. Benefitting from problems uncovered with the New Haven units, GE immediately proposed an Ignitron-rectifier locomotive that met the Virginian's need for a low-speed, heavy duty freight hauler. Housed in a spacious diesel road switcher carbody, these 3300-h.p. units can rightfully be considered the prototypes for the E44.

New Pennsy motors

When the PRR finally placed an order for 66 units to replace the P5A fleet in 1959, the Virginian design was used as a starting point. The new locomotives were rated at 4400 horsepower with a starting tractive effort of 89,000 lbs. and were designated E44. Weighing 192 tons, the 69-foot six-inch long E44 was

eclipsed in size only by the famous GG1. Delivery of the $32 million order began in the fall of 1960 and continued at the rate of two units per month until the last E44, the Museum's 4465, was delivered in April of 1963.

During production of the E44 order, GE perfected a rectifier that used silicon diodes in place of the water-cooled, mercury-filled Ignitron tubes. Performing the same function, the silicon diode system took up much less space, and because it was made up of solid-state electronic components, it did not require the use of potentially hazardous mercury. As a result, the last five units, including the 4465, came with the improved rectifiers. A short time later, an improved GE traction motor and load control system was also devised allowing output of 5000 rather than 4400 horsepower. During the next five years, 49 units received the modification, becoming "E44a" units in the process. This program was abruptly terminated with the 1971 Penn Central bankruptcy. The rectifier retrofit project was continued under Conrail management, which had an outside contractor complete the remaining 48 units by late 1979.

Ironically, the creation of Penn Central in February 1968 also brought the New Haven EP5 "Jets" as well as the Virginian units onto former-PRR electrified territory to work alongside the E44s. The Virginian had been merged into the Norfolk & Western in 1959, and their parallel main lines along the New River in Virginia were combined into eastbound and westbound routes. Thus the electrics were very much out of place on the eastbound-only Virginian. With the discontinuance of the Virginian's electrified system in 1962 by the N&W, the eleven remaining Virginian rectifiers (VGN 230 had been converted into a hump slug) were offered to the PRR, which at the time was the N&W's majority stockholder. After several tests found that the units interfered with the PRR's inductive trainphone system, the N&W offered the entire lot to the bankrupt New Haven Railroad in for less than $300,000 (page 74).

The PC absorbed the New Haven on January 1, 1969, and before long the Virginians were overhauled at Wilmington Shop and put into service in former Pennsy territory alongside the E44s. By this time the PRR inductive trainphone system had been replaced by modern radios, and the "E33s" proved to be useful locomotives. Many survived into the Conrail era and received the blue paint before Conrail discontinued its electrified freight service in 1981. Today, Conrail/PC 4604 is back home at the Virginia Museum of Transportation in Roanoke as Virginian 131, and Conrail/PC 4601 (VGN 130) is at the Railroad Museum of New England in Essex, Conn., awaiting restoration as New Haven 300. Both units had been donated for preservation by General Electric.

By 1973 the streamlined EP5s were replaced in New Haven territory out of Grand Central with 244 "Cosmopolitan" M2 class electric m.u. cars purchased by the states of New York and Connecticut and GG1s being run through from Penn Station. Since the EP5s could not m.u. with any other units, they were orphans on the Penn Central. Ultimately, only two survived, the 4973 and 4977, which were regeared for freight in 1974 and tried on various assignments from mail trains to Thorndale pushers until settling down on the Corridor local freights

CHARLES A. ELSTON

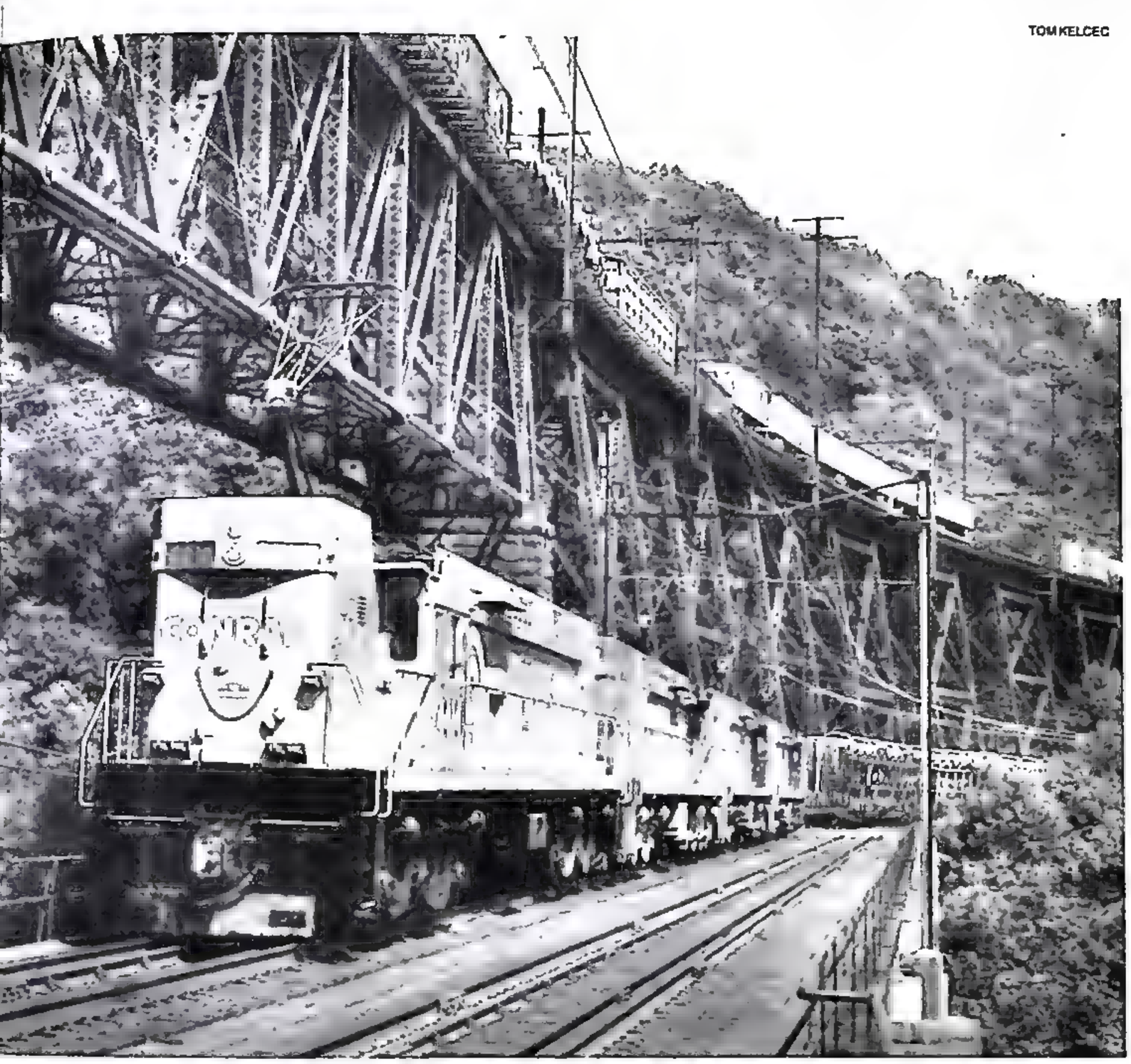
AARON G. FRYER

THE PENNSY E44s were designed to replace the huge fleet of ancient P5a boxcabs (**left**) and GG1-image "modified" P5s like the pair braving the snow at Overbrook, near Philadelphia (**below**) on March 19, 1956. The first unit to wear Conrail's new blue livery was E44 4414, shown (**right**) northbound on the "Port Road" at Safe Harbor, Pa., on May 23, 1976, as another freight negotiates the high trestle of the "Atglen Low Grade Line."

ed of Morrisville, Pa., to Baltimore and Kearny before being retired at the end of 1976. All were scrapped by mid-1979.

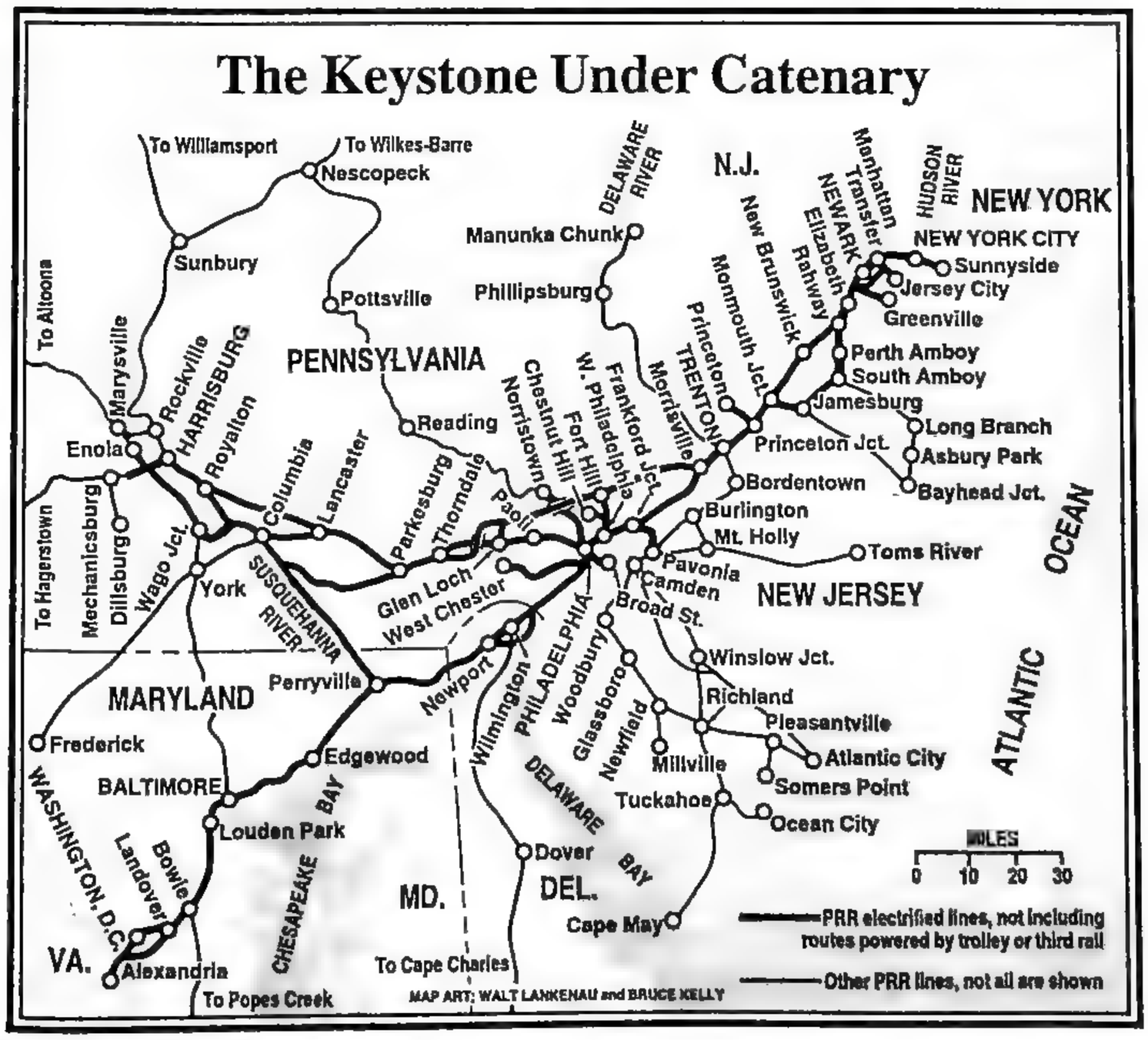
Inside an E44

Like any other diesel or electric, you can't tell much about the insides of an E44 by looking at its carbody. Inside the high-nose short hood section just forward of the operating cab is the cab signal electrical regulating system as well as the most of the locomotive's air brake components. The cab, which is laid out much like a GE diesel unit, contains two separate control and WABCO model 26L brake stands, which allow bidirectional operation. Immediately behind the cab is the main transformer, the heart of the E44. The transformer steps down the 11,000 volts a.c. from the trolley wire to a much lower level that can then be transmitted to the Ignitron-rectifier or silicon diode bank for conversion to 600 volts d.c. Since this process generates a considerable amount of heat, the E44 transformer is cooled by an oil-like substance known as Pyranol.


TOM KELCEC

On the roof, immediately above the cab, are two French design Faivley-type pantographs which are used for current collection from the 11,000 volt a.c. overhead wires. These are connected directly to the adjacent transformer via a large electrical cable. Unlike the conventional diamond-shaped pantographs, the Faivleys resemble the human arm both in appearance and function. Atop this "arm" is a carbon covered shoe which actually makes contact with the wire. Both the shoe and arm are held steady against the wire by an elbow-like device extending from the base of the pantograph. Only one pantograph is raised at a time, with the second being used as a spare. An important E44 safety feature is that all high voltage components are confined to the roof area. This minimizes the exposure of employees to lethal shock hazards, particularly in wet or icy weather.

Directly behind the transformer inside the carbody hood are the electrical blowers which provide cooling air for the traction motors riding on each wheel axle. These, in turn, are followed by the Ignitron rectifier or silicon diode banks. In the upgraded units, the twelve huge mercury arc tubes were replaced with 384 250-amp silicon diodes, 96 per side of the bridge. Each diode is about the size of an overgrown spark plug, and since it requires only a metal heat sink base and air cooling, the water cooling system used on the Ignitrons is eliminated. Aft of the rectifiers are the acceleration resistors with an overhead cooling blower, followed at the rear of the hood by the electric motor-driven air compressor for the braking system. The carbody rides on two three-axle "C" trucks, very similar to those used on the Alco Century diesels. Each 40-inch diameter wheelset has a GE model 752 traction motor. The six motors are permanently connected two in series and the three pairs in parallel. Between the trucks are two cylinder-shaped air reservoirs for the braking system.



The 4465's career

The last E44 to be placed in service, the 4465 was delivered to the PRR's Enola engine facility in April 1963. Regrettably, Conrail destroyed most of the E44 fleet's maintenance records after

CRAIG WILLETT

FUTURE DEVELOPMENTS in rectifier technology intended to carry the Conrail fleet into the next century were rendered unnecessary when Amtrak raised its power fees to get freight off the Northeast Corridor in 1979. The massive GM10B 1976, shown at the EMD plant in La Grange, Ill., on July 6, 1976, packed 10,000 h.p. on a high-tech B-B-B undercarriage reminiscent of the 1951 Westinghouse rectifiers. A program by GE and the FRA to upgrade the E44s resulted in modified Conrail 4453 running a series of tests. It is shown (**below**) at Kearny, N.J., on March 7, 1984, before returning to General Electric.

KERMIT GEARY, JR.

their retirement, so many specific details of their operating history have been lost. However, several of the author's co-workers at Metro-North Commuter Railroad used to maintain the E44 fleet. None of these individuals can remember anything unusual about the 4465's service life, and therefore it can be assumed that the unit spent much of its time in normal freight service operating out Harrisburg's Enola Yard to destinations such as the South Philadelphia Ore Dumping Piers, Potomac Yard in Alexandria, Orangeville Yard at Baltimore and several yards in the North Jersey/New York area. Indeed, the only place E44s did not regularly operate was into the Hudson River tunnels leading to Penn Station in New York City. Even there, on at least one occasion, they were used on an experimental nighttime coal train run to the Long Island Rail Road. The experiment failed, however, due to the extreme strain placed on the hopper car coupler draft gears by a combination of the E44's great power and the steep grades in the tunnel. On several other occasions during the bitter winter of 1966, a number of E44s were used to rescue GG1-hauled passenger trains that had been stalled by extremely cold temperatures and very fine snow particles that had penetrated the GG1 cooling vents shorting out traction motors. This resulted in E44s again returning to Penn Station in New York.

During the 4465's two decades of operation, it worked for the PRR, Penn Central and, after April 1, 1976, Conrail. Initially, the government-backed freight carrier saw a continuing need for a dedicated fleet of electric freight locomotives. This resulted in the entire E44 fleet being rebuilt and repainted during 1978 and 1979. As part of the same program, Conrail also hosted two EMD electric demonstrators, GM6C 1975 and GM10B 1976. While both units featured chop-nose short hoods and a stark white livery, the 6000-h.p. GM6C rode on a pair of conventional three-axle "C" trucks, while the 10,000-h.p. GM10B had three exotic two-motor "B" trucks with an unusual suspension system.

In this energy-conscious period, Conrail was seriously evaluating extending its electrification west over Horseshoe Curve to Pittsburgh, and the EMD units could have been the prototypes for the next generation of motors. However, an event which had occurred at the same time Conrail was created would ultimately be the undoing of both the E44 fleet and the EMD demonstrators.

The end of electric freight

On April 1, 1976, the National Railroad Passenger Corporation, better known as Amtrak, was deeded ownership of the Penn Central Northeast Corridor route between Boston and Washington. Also included in this sale was the ex-PRR main line between Philadelphia and Harrisburg. This now left the majority of the PRR's electrified territory in the hands of Amtrak. As part of the sale, Conrail was to pay Amtrak a trackage rights fee as well as a surcharge for use of electricity from the catenary wires.

Initially, Conrail was willing to pay this fee to keep the E44s operating. Meanwhile, Amtrak was busy upgrading the track on the Corridor and came to the conclusion that heavy freights and 125-m.p.h. Metroliners would never be a workable mix. To encourage Conrail to use its other lines and get as much freight as possible off the Corridor, in late 1979 Amtrak increased its electric power fee to level that Conrail felt was unreasonable. Still greatly dependent upon government subsidies to continue operating, Conrail was simultaneously faced with a deepening recession that had begun to erode its traffic base. Thus, on February 11, 1980, Conrail management decided that there was no other choice but to remove all through freight operations from Amtrak trackage permanently. Since virtually all other parallel routes were non-electrified, this left the E44s with no place to run and any future expansion of electrification a moot point.

The now-unemployed E44 units, some of which had just received the silicon diode retrofit, were placed in storage outside Harrisburg. After laying a number of months in storage, most of the E44s were traded to General Electric as credit on a large order of new GE diesels. Initially, GE planned to over-

KODACHROME, W. ECHTERNACHT / NRHS COLLECTION

BELOW and BOTTOM, KODACHROMES, FRANK TATNALL

THE 1951 EXPERIMENTAL electric cab units included six GE-built straight a.c. E2bs. One of the two GE demonstrators, identifiable by their front number boards, was 4494, shown departing Greenwich Yard in South Philadelphia in August 1957. The four Westinghouse rectifiers were comprised of two with C-C trucks and two with B-B-B trucks — one of each was on the set at Thorndale with an L1 (**below**) on March 31, 1957. The two three-truckers were rolling through New Cumberland, Pa., (**top**) on September 26, 1953.

haul the units and then sell them to the National Railways of Mexico, which at the time was working on an electrification program paid for by a huge increase in petroleum revenues. However, with a sudden collapse in oil prices, the entire program was shelved. With nowhere to go, most of the E44 fleet was slowly cut up by GE in order to salvage a wealth of components that were reusable in new diesel units.

Ironically, during this same time period GE was working with the Federal Railroad Administration on a $3.9 million program to produce an upgraded 6000-h.p. E44 with state of the art chopper controls and a new transformer. Conrail blue 4453 made a number of test runs on the Corridor in early 1984 and then vanished into the GE plant at Erie, never to be heard from again.

Eight other E44s, including the 4465, were destined for a different fate. On January 1, 1983, Conrail exited the commuter passenger business in New York, New Jersey and Philadelphia, turning over their operations to local public transit authorities. As part of this Federally-mandated program, E44s 4458-4465 were transferred to New Jersey Transit Rail Operations as part of a creative NJT proposal that would convert several EMD E8 passenger diesels into a combination electric/diesel-electric locomotive that could power non-electrified territory trains into the Hudson River tunnels en route to New York. The plan was to remove the E44s' electrical components and transplant them into the E8s' rear engine compartment. The remaining E44 carbodies would then be scrapped. Ultimately, this plan proved to be impractical, and the entire program was abandoned.

The 4465 had been painted Conrail blue before being transferred to NJ Transit, but it never operated in revenue Conrail service in the blue livery. The Conrail lettering was painted out when the 4465 and its seven companions were moved to New Jersey in January 1983, where they spent nearly five years in protected storage at NJT's Elizabethport Shops awaiting disposition. Meanwhile, NJT began to acquire surplus E60 passenger electrics from Amtrak in order to replace their venerable fleet of GG1s on the North Jersey Coast Line. A trade was arranged whereby the E44s would be turned over to Amtrak in return for a like number of E60s. Amtrak wanted the E44s to power heavy ballast trains between New Haven, New York and Washington. All eight units were then moved in 1988 to Amtrak's Bear, Del., maintenance facility for repainting and refurbishment.

However, a recently enacted Federal regulation ended the entire program shortly after it started. As noted earlier, the E44's transformer was cooled by an oil-like substance with the GE tradename of "Pyranol." This substance is partially made up of Poly-chlorinated Biphenols, better known as "PCB," which has been alleged to be a carcinogen known to cause cancer in laboratory animals. In the mid-1980s, strict Federal regulations were passed regarding the use and disposal of this material. Thus, Amtrak was faced with an enormous cost in draining, decontaminating and disposing of the PCBs in the E44 transformers. With Amtrak barely able to fund its overall operation in the face of declining government subsidies, the E44 overhaul program was quietly forgotten. Once again, the eight units were placed in storage, this time at Amtrak's Wilmington, Delaware, Shops.

"It's too bad," lamented one Amtrak operating official. "They were the best work motors we ever had."

Preservation of 4465

In 1989, the author became aware of the "retirement" of the Amtrak E44s and made several discrete inquiries as to their future. Informed by an Amtrak executive that the units were considered a potentially costly liability, I was subsequently told "off the record" that if the Railroad Museum of Pennsylvania was willing to pay to legally dispose of the transformer and clean up its residue, an E44 might be given as a donation. Museum Director Robert L. Emerson, upon learning of this, wrote to Amtrak President W. Graham Claytor asking under what terms an E44 would be made available. Mr. Claytor promptly wrote back offering an E44 locomotive provided the Museum paid Amtrak to remove the transformer and dispose of it in a manner acceptable to the Federal Environmental Protection Agency.

Since the total cost to scrap the transformer was estimated to be about $15,000, a fund-raising drive was begun by the Friends of the Railroad Museum. Greatly aided by the Pennsylvania Railroad Technical & Historical Society which published the Museum's request for funds in their *Keystone* publication, the required amount was raised in only a few months. Meanwhile, Museum Curator Benjamin Kline and I visited the Wilmington facility to choose an appro-

PENN CENTRAL'S freight motor fleet is summed up in this view (**below**) at Enola, Pa., on October 11, 1975. Prototype GG1 4800 was standing alongside E44 4418 and ex-Virginian/New Haven 300, now PC "E33" 4601. Today, the 4800 and 300 have been preserved. In a typical scene of E44 action (**right**), 4401 and 4406, entering Waverly Yard in Newark, N.J., ease past the 4427 on a local waiting at Lane Tower in March 1977. On January 16, 1983, the blue 4465 was dead in tow (**opposite center**) at Bethlehem, Pa., en route to N.J. Transit's Elizabethport Shop. In December 1991, the 4465, as Amtrak 502, was on display (**opposite bottom**) at the Railroad Museum of Pennsylvania in Strasburg.

J.W. SWANBERG

KODACHROME: JIM BOYD

priate E44. Desiring the 4465, since it was the very last electric locomotive delivered to the PRR, we made a quick search to determine its current identity. We found the locomotive renumbered 502 and newly repainted in Amtrak black and silver and notified the Wilmington Shop officials of the Museum's choice. Since the decontamination project had a low priority at the very busy Wilmington facility, it was nearly a year before the E44 was ready for shipment. Finally, on Monday, March 11, 1991, I was called by Amtrak's Movement Office in Philadelphia and told that it would leave for the Museum that night in the consist of a Lancaster-bound work train. Arriving at the Strasburg Rail Road interchange early the next morning, the 4465 was quickly moved to the museum grounds for display.

A little over a month later, on Saturday, April 27, 1991, E44 Number 4465 was formally turned over to the Museum at a ceremony which also celebrated the twentieth anniversary of the formation of Amtrak. Speaking on behalf of Amtrak President Claytor, Public Affairs Manager Clifford Black expressed pleasure in presenting a historic artifact for permanent preservation. The E44 was then accepted by Dr. Brent Glass, Executive Director of the Museum Commission and turned over to Curator Benjamin Kline for inclusion in the Museum's collection. Today, the E44 stands as a tribute to GE and the Pennsylvania Railroad, both of which were key players in the development of electric railroad technology.

KODACHROME: BOB WILT / MITCH OAKLEMAN COLLECTION

KODACHROME: RICHARD M. GLADULICH

From the Twin Cities

KODACHROMES: STEVE GLISCHINSKI, EXCEPT AS NOTED

Railfans today are constantly in search of a variety of trains, motive power and activity. For many, the busier a rail line is the better, and if they can see several different railroads on the same line, that's just one more reason to spend time along that route. Fans flock to Colorado's "Joint Line" and busy terminals like Chicago and Kansas City for such reasons. But in central and northern Minnesota, there is a busy and scenic line that has been largely overlooked: the 143-mile stretch of Burlington Northern main line between Minneapolis, Minnesota, and Superior, Wisconsin. This former Great Northern line hosts trains of the BN, Chicago & North Western and Soo Line, with power from all three roads in addition to frequent visits by locomotives of the Canadian National; Duluth, Winnipeg & Pacific and, occasionally, Duluth, Missabe & Iron Range. Combine all this with a rail line that includes flatlands, rolling hills, sweeping curves and four large (and photogenic) steel trestles, and you have a recipe for keeping almost any railfan happy and busy.

The Burlington Northern route between the Twin Cities and Duluth/Superior (commonly referred to as the Twin Ports) wasn't always this active. Mergers and abandonments since the BN merger of 1970 eventually led to the consolidation of all rail traffic between the two "Twins" onto one line. When the BN merger took place over two decades ago, there were four routes between Minneapolis/St. Paul and Duluth/Superior: those of the Chicago & North Western, Great Northern, Northern Pacific and Soo Line. The Milwaukee Road also served the Twin Ports by virtue of a trackage rights agreement with the Northern Pacific, which also allowed the CMStP&P traffic rights into the profitable paper mill traffic at Cloquet, southwest of Duluth. Let's take a brief look at each route and then return to today's operations.

"ALL RAIL" TACONITE TRAIN NT 400 was rolling through Denham, Wis., with three SD40-2s **(top)** on July 13, 1989. Although the photo of ex-NP SD45 6426 with ore empties **(below)** was taken on August 10, 1982, the Askov, Minn., depot looks the same today.

Northern Pacific

When the Burlington Northern was formed, it inherited both the GN and NP routes between Duluth/Superior and the Twin Cities. At first, both routes continued in service, but since one of the stated goals of the merger was to eliminate duplicate facilities, the BN began examining its options. In the end, the GN route won out, but from a railfan

to the Twin Ports

by Steve Glischinski

perspective the NP line had much going for it. The NP's route came out of St. Paul climbing a steep grade that frequently required helpers, and then headed straight north to Hinckley, passing through small towns about every five miles, many still served by classic NP wood and brick depots. At Hinckley, the Great Northern was crossed at grade, with the interlocking guarded by a GN-style tower, which was removed in 1975.

In contrast to the route south of Hinckley, which was largely prairie or rolling hills, the country to the north was lush with forests and lakes. At Carlton, 54 miles north of Hinckley, the GN line leading to the Mesabi Iron Range was crossed at an interlocking also guarded by a tower. Carlton was an important community and major junction point for the NP; the first spike of the transcontinental route was driven here on February 15, 1870. The route from St. Paul split here; the "Short Line" led directly north into Duluth, descending steep grades to reach the lakehead, while the other headed east to Wisconsin and Superior, eventually accessing Duluth via the Grassy Point drawbridge over the St. Louis River. The Grassy Point bridge is still in use today by BN to reach Duluth from Superior.

Even more appealing for photographers was the fact that the NP lines were block signaled with semaphores until the end of operations — these signals were similar to the ones still in use today on some parts of Montana Rail Link. Passenger service was maintained by the NP between St. Paul and Duluth until 1967.

In the early 1970s the "Short Line" suffered washouts and was never returned to service; today the right of way has become a scenic bike trail. With the GN ore route roughly paralleling the NP line between Carlton and Superior, the NP line became expendable and was abandoned. Near the end, the Milwaukee Road's were the only through trains to use the NP north of Hinckley. In order to allow Milwaukee trains direct access to St. Paul, the BN in 1976 built a new connection at Hinckley linking the GN to the NP. The NP north of Hinckley was then abandoned, although the 22-mile portion from Carlton to Moose Lake was kept in service for a few more years.

In 1987, the line south of Hinckley became one route too many, as the GN offered BN the advantage of direct access to its sprawling Northtown Yard complex in suburban Minneapolis. Also, the GN didn't have the grade and helper problem the NP had coming out of St. Paul. BN granted trackage rights to its tenant roads from Minneapolis to Hinckley, and the NP ceased to be used as a through route. Today, except for a 35-mile spur from Hinckley to North Branch and a short stretch in the St. Paul suburbs, the NP route is gone.

C&NW's "Omaha Road"

The Chicago & North Western (actually, subsidiary Chicago, St. Paul, Minneapolis & Omaha, known as the "Omaha Road") had the longest route between the Twin Cities and the head of the lakes. Northbound trains out of the Twin Cities for Superior first headed east into Wisconsin on the main line to Chicago. Just east of Hudson, Wis., on the Minnesota/Wisconsin border, trains left the Chicago main and turned north through Wisconsin dairy country to the crew change point of Spooner. Spooner was at one time quite a railroad town, with North Western lines heading south for the Twin Cities and Eau Claire, as well as north to Ashland and Superior. At one time, the Omaha Road fielded a motor car train named the *Namekagon* on the route. The name, which is Chippewa for the "Sturgeon River," was the result of a contest The *Namekagon* was quite a sight in the North Country, wearing a special yellow, silver and crimson paint scheme. The train was inaugurated in 1939 and made its last Hudson-Ashland run in 1950. Today, near the depot in Spooner, a doodlebug trailer serves as museum memorial to the train. From Spooner, North Western crews had but a 73-mile run to Superior.

The C&NW's route had some obvious disadvantages. First, it was long, approximately 174 miles, compared to the GN's 143. Second, it required a crew change in Spooner; all the other roads could make their run with one crew. As the decade of the 1970s wore on, another factor came into play: deferred maintenance. Like many North Western lines in the '70s, the Hudson-Spooner line needed expensive repairs to bring it up to top condition. Rather than spend the money to upgrade the trackage, the C&NW chose to negotiate with BN for trackage rights between St. Paul and Saunders, Wis., near Superior. Agreement was reached in 1981, and the North Western joined the Milwaukee Road in having rights over the BN. The route utilized was the former NP from St. Paul to Hinckley and thence onto the GN. When the BN downgraded the former NP route in the late 1980s, C&NW trains switched to the all-GN routing which they use today.

The portion of the C&NW from Spooner north, as well as south to Cameron, Wis., on the Eau Claire line, is to be sold to the Wisconsin Central and may be abandoned by that road as it merges together the best portions of the C&NW with the Soo Line route from Superior to Ladysmith, which WC is also purchasing.

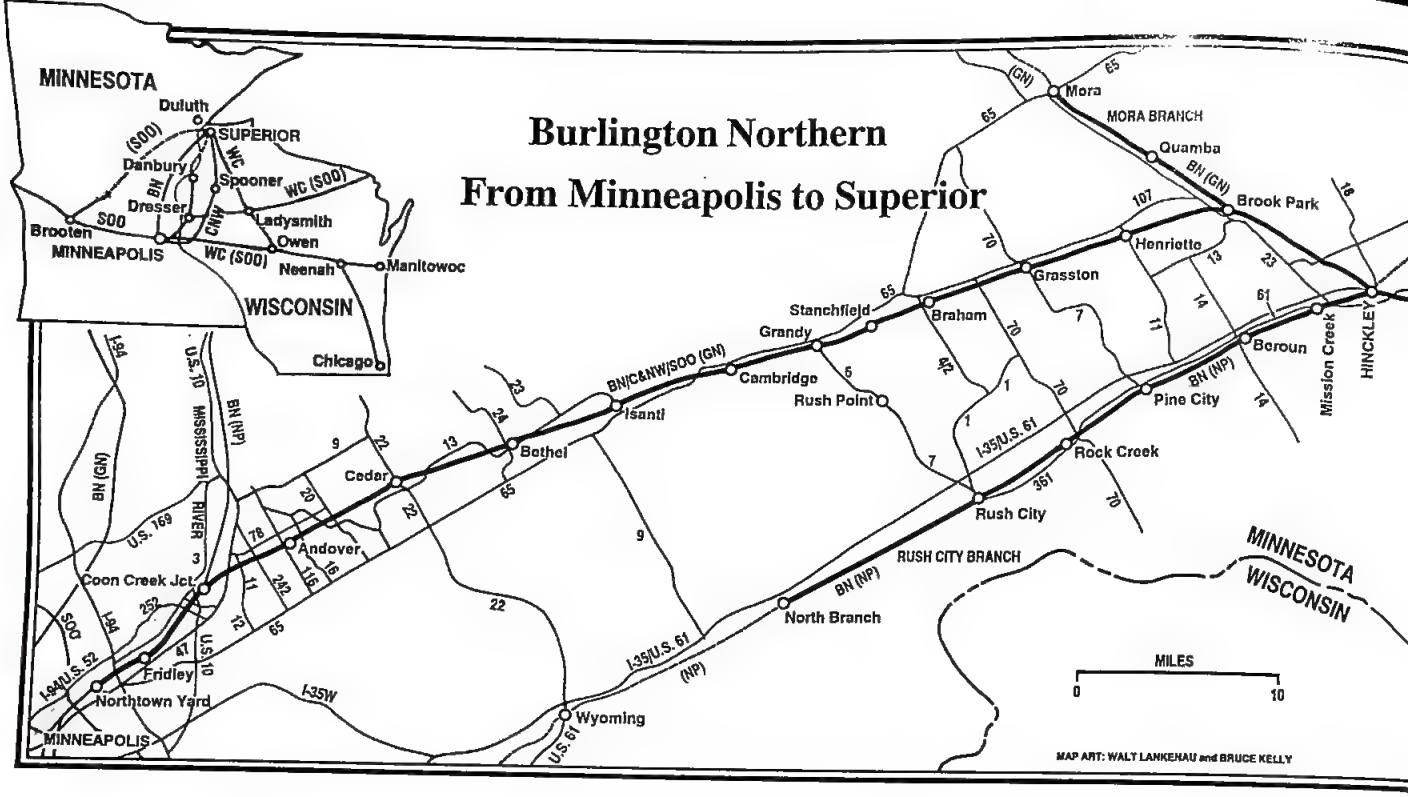
Soo Line

The original Soo Line route from the Twin Cities to Superior, like the C&NW, headed east out of Minneapolis/St. Paul and into Wisconsin before turning north. The Soo's route was the most remote of all four lines, which, combined with the fact that the Soo operated classic heavyweight passenger trains until 1961, contributed to an aura of fascination about it.

Soo trains leaving the Twin Cities began their journey by heading east on the main line to Chicago to the junction at Winthrow, Minn., where the combined Twin Ports and Sault Ste. Marie lines swung north and wound down into the St. Croix River Valley. While the Soo Chicago main crossed the St. Croix on a spectacular steel arch bridge, the secondary line crossed the river and into Wisconsin on a small but photogenic swing bridge. A few miles later, at the junction town of Dresser, Wis., the line to Sault Ste. Marie headed east, while the main to the Twin Ports struck north. Just north of town is the Dresser Trap Rock Company, which to this day supplies the Soo Line with much of the ballast it uses for track projects.

From Dresser, the Soo passed through several western Wisconsin towns with unusual names like Luck, Frederic and Siren. At Danbury, the Soo once again bridged the St. Croix and crossed into Minnesota, passing through a remote forested area with one of the lowest population densities of any part of the state. Within 30 miles, the Soo crossed back into Wisconsin and proceeded into Superior directly from the south, crossing the Black and Nemadji Rivers just south of Superior on spectacular steel bridges.

The conservative Soo was never much for streamlined passenger equipment, so its passenger services retained the classic look of pre-diesel heavyweight railroading long after most roads had streamlined their services. Between the Twin Ports and the Twin Cities, the Soo's pair of local passenger trains, numbers 62 and 63, were steam powered into the 1950s, and when the end came for steam, the heavyweight cars were pulled by maroon and gold F-units or steam-generator equipped GP9s. The end finally came on June 25, 1961.



Following the end of passenger service, the line continued to see at least once-a-day freight service. By the 1980s, the Soo saw little need to maintain the line as a through route, when it could reroute any through traffic to the better maintained line from Superior to Ladysmith, thence east through Dresser and into the Twin Cities via the Sault Ste. Marie route. Local service was maintained by a crew working out of Dresser north as far as Danbury. When the Soo purchased the Milwaukee Road in 1985, it inherited the Milwaukee's trackage rights over the BN to Duluth/Superior and began using BN as its primary route. Today, the Wisconsin Central owns the trackage from Withrow to Dresser (as well as the main to Chicago), and the portion from Dresser to just south of Superior has been abandoned. The Soo retains trackage rights over WC to Dresser to access the trap rock quarry, which still supplies ballast for the Soo.

Another now abandoned Soo route has added traffic to BN's Superior line. In the early years of this century the Soo constructed a 184-mile line that left the Soo main line at Brooten, Minn., just east of Glenwood and headed northeast to Superior. The "Brooten Line" was built primarily as a short cut for Dakota grain to reach the Twin Ports without having to pass through the Twin Cities terminal. There was little, if any, local business, as the lonely line passed through largely forest and lake country with little population. In later years the line was used only during the grain "rush" period, and in 1989, with the Soo rationalizing its routes, the Brooten Line became expendable. In 1990 the 121 miles from Superior to Genola were pulled up, and the traffic was rerouted through the Twin Cities and onto the BN route. Interestingly, this left all the original Soo routes into the Twin Ports abandoned, with the exception of the line in Wisconsin that the WC is purchasing. The Soo Line today reaches Superior only via trackage rights on BN.

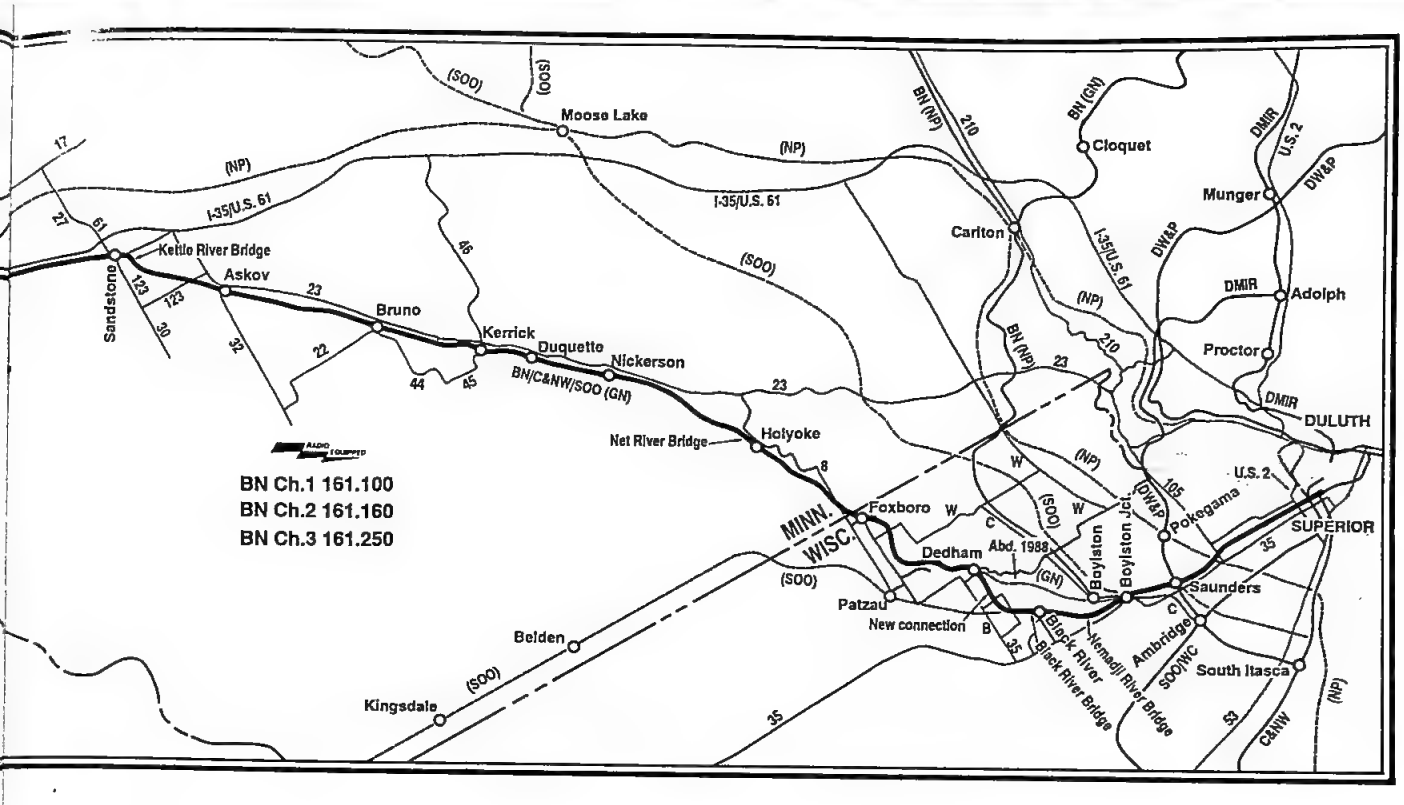
Great Northern

The only line between the Twin Cities and Superior in use today is that of the old Great Northern, and even that has seen changes. The route was built by the Eastern Railway Company of Minnesota in two segments: from Hinckley to Superior in 1888-'89, and from Hinckley south to Coon Creek Junction (five miles north of present-day Northtown Yard) in 1898. The Eastern Railway Company of Minnesota was purchased by the Great Northern in 1907, giving GN direct Minneapolis-Twin Ports access. Under GN operation, the line was block signaled and into the 1960s sported twice-daily passenger service in each direction. The trains were the *Gopher* and the *Badger*, for the state animals of Minnesota and Wisconsin. They operated into the 1960s with modified heavyweight equipment, including enclosed observation cars *Twin Cities* and *Twin Ports*. By the time of the BN merger the trains were all lightweight equipment pulled by ex-GN E7s, sometimes in combination with steam-generator equipped GP9s. One pair of trains was discontinued in 1970 by BN, with the other pair continuing until the advent of Amtrak in 1971.

Amtrak eventually also played a role on this Twin Ports route. The state of Minnesota sponsored the Minneapolis-Superior/Duluth *Arrowhead*, later renamed the *North Star*, between 1975 and 1985. With Minnesota's state budget in continuing crisis there is little prospect it will come up with the funding to return Amtrak to the route.

Unlike many BN lines, the line from Minneapolis to Superior was never significantly upgraded after the merger. The trackage was still all jointed rail, as it had been in GN days. When Amtrak came to the route in 1975, train speeds were limited to 60 m.p.h., rather than the 79 m.p.h. the GN passenger trains were allowed until their termination in 1971 — possibly because grade crossing signals would have to be recalibrated, a significant cost.

The north end of the railroad goes through some swampy areas, and with the additional tonnage from the other railroads that started to use the line, some of the trackage and bridges began to sink into the ground. The roadbed in this segment has many clay deposits, making it unstable, as the BN found out in the case of its Nemadji River Bridge near Boylston, a few miles south of Superior. By the mid-1980s the bridge had begun to sink into the clay, and the railroad faced the expensive prospect of replacing it. Examining its options, BN



eventually chose to relocate its trackage to a part of the old Soo Line Dresser-Superior right of way, which had been abandoned. The BN built new connections at Boylston to reach the Soo on the north end and constructed four miles of new track on the south end to reach the original GN route west of Foxboro. Construction began in the spring of 1988, with the first trains rolling over the relocated trackage on October 14, 1988. Total cost of the relocation was $6.5 million. After the new route was completed, the original 2200-foot long GN Nemadji Bridge was dismantled.

Scenic highlights of the new routing are the former Soo Line bridges over the Nemadji and Black Rivers, just south of Boylston, where the line from the Twin Cities meets the BN route from the Iron Range and Staples, Minn. The huge Black River bridge (1600 feet long and 85 feet high) is positioned for excellent photographs of morning northbounds. In the ultimate irony, Soo Line trains that forsook their original route to Superior are once again using a portion of it, thanks to the BN line relocation.

Today, the BN route to the Twin Ports is known as the 2nd Subdivision of the Lakes Division, although this division was recently merged with the Dakota Division and may be renumbered.

Following the BN

Photographing the BN from the Twin Cities to the Twin Ports can be a rewarding experience, with several excellent locations. Let's follow the line north from Minneapolis to give you some idea of what to expect.

Coon Creek is the junction point where the Twin Ports route leaves the BN transcontinental main. While you may want to shoot here to illustrate the junction, in recent years housing construction and the installation of several power lines has made good shooting almost impossible. For better angles, it's probably best to begin your expedition at Andover, six miles north of Coon Creek. To get there, follow Minnesota highway 65 north out of Minneapolis to Anoka County Highway 16, then head west to the tracks. Andover is an excellent, wide open location and a frequent meeting point. Monitoring a scanner along this line is essential; the BN 2nd Subdivision dispatcher at Northtown controls the entire line with track warrants. As northbound (railroad eastbound) trains come out of Northtown the dispatcher will issue a warrant. This will give you a good clue as to what is coming south (railroad west) as the dispatcher will set up meets when he/she issues the warrant. From Andover the railroad is largely away from the highway until Cambridge, 24 miles north of Andover. However, there are several towns the railroad passes through accessible from county roads off 65 that offer good opportunities. Among them are Cedar, where the railroad crosses Cedar Creek on a deck bridge, and Bethel, where locomotive rebuilder Independent Locomotive Service is headquartered. ILS paints a number of engines for BN each year, as well as doing work for locomotive leasing company GATX, and is worth a stop. It is sometimes possible to photograph freights cruising by repainted engines fresh out of the shop.

At Cambridge, Highway 65 crosses over the tracks and then parallels them on the west side for about ten miles to the intersection of Highway 107, which you can use to parallel the tracks for another 16 miles to Brook Park. Along the way you'll pass through Grasston, another frequent meeting point. Excellent photos in both directions may be obtained at Brook Park, where Minnesota Highway 23 bridges the tracks on a sweeping curve. Brook Park was the junction point for the ex-GN line that headed west through St. Cloud to Willmar, now largely abandoned except for a short spur from Brook Park to Mora. From this point north, Minnesota forest country now becomes more prevalent.

From Brook Park the railroad makes a bee line to Hinckley, while Highway 23 stays a few miles to the south until it hits Interstate 35, the primary highway between the Twin Cities and Duluth. Get on the Interstate and head north, stopping at Hinckley or continuing on north to Sandstone. Interstate 35 is the closest road to the tracks until the railroad heads away at Sandstone. This small community is worthy of a stop because of the huge Kettle River bridge on the north side of town. The bridge can be photographed with a telephoto lens from Minnesota Highway 123, which can be accessed in town after you come off the Interstate. The west side of the

bridge can be photographed from water level using the road to Banning State Park in Sandstone. From the Kettle River you can follow Highway 123 north to Highway 23 again and on into Askov, where the last remaining depot on the line still stands. A classic white frame GN structure, the depot is now the Pine County Museum and is best for photos of morning northbounds.

From Askov north for the next 21 miles, Highway 23 closely parallels the BN through the tiny villages of Bruno, Kerrick, Duquette and Nickerson (both Bruno and Nickerson can be train meeting points). A variety of photos can be obtained along this stretch of highway, and this is really the best area where you can "chase" a train, although chasing can be tough because of 50 m.p.h. train speeds (coal and "all-rail" iron ore trains move more slowly). After passing through Nickerson, following the line gets a bit more tricky but is worthwhile because of the large trestles that can be photographed on the last lap into Superior.

From Nickerson, go north about five miles to the intersection of Carlton County Highway 8. Follow this highway east and in about three miles you will see the first of the large trestles on the south side of the road at Holyoke, Minn. This bridge, which crosses the Nett River, is best photographed in the summer in late afternoon with a southbound train. Continue east on 8, which becomes Douglas County (Wisconsin) Highway B and in about six miles you will end up in Foxboro, Wis. The siding here is the last potential meeting point for trains before arrival in Superior. Continuing on Highway B there is another smaller but still photogenic trestle over Balsam Creek about two miles east of Foxboro; this bridge is best for morning northbounds. The largest trestle, crossing the Black River on the former Soo Line trackage, can be reached by continuing on B to Wisconsin 35, then turning north on 35 about four miles to Station Road. Take a left turn, then another just before you would cross the tracks. You'll see the huge bridge on your right. It is on private property, so make sure you ask permission before shooting trains at this location.

There is still one more bridge that can be photographed. Go back to Wisconsin 35 and head toward Superior. You'll see the former Soo Line Nemadji River bridge looming on the left. Southbound trains on this bridge can be photographed in the morning from a hill on the east side of 35 or by standing right next to the bridge on the east side. In the afternoon, southbounds can be photographed by shooting from the west side of the bridge. From the Nemadji bridge, trains travel about a quarter mile to Boylston, where they return to the original GN alignment for the final eight miles into Superior. There is a wye here that permits "all-rail" ore trains to transfer directly from the Iron Range onto the route to the Twin Cities. Three miles from Boylston, at Saunders interlocking, Soo Line trains (depending on their consist, some go to Soo's own Stinson Yard in Superior) and trains destined for the DW&P will swing west into the Peg's Pokegama Yard. C&NW trains will head east to their Itasca Yard, while BN coal and merchandise trains will head directly into Superior. The Saunders/Boylston area is one of the busiest in the Twin Ports, with BN coal and iron ore trains and DW&P and Missabe transfers mixing it up with trains to and from the Twin Cities.

PASSENGER SERVICE has been gone from the Twin Ports line since the state of Minnesota dropped the subsidy on Amtrak's *North Star* in 1985. The train is shown here crossing the old GN Nemadji River bridge at Boyleston, Wis., on February 6, 1983.

Current Operations

Traffic on the line to the Twin Ports, like that of many railroads, tends to be heavy early and late in the day, with a mid-day lull. North(east) bound trains include BN 835, which usually gets out of Northtown first thing in the morning. Late in the day, Soo train 201 (from Chicago to Stinson) and 203 out of St. Paul (as required) come out of St. Paul, along with BN 141, which frequently carries doublestack containers destined for Boise Cascade in International Falls and is interchanged with the DW&P at Pokegama Yard in Superior. C&NW northbound trains can run anytime, although they frequently move late in the day, which can result in an afternoon "fleet" out of Northtown. In addition to North Western symbol trains EMITA (East Minneapolis-Itasca) there are regular southbound "all-rail" taconite ore moves from USX's Minntac plant on the Missabe Road. This train, symboled ITCUS, usually makes a daylight trip on the Missabe between the Iron Range and Superior, resulting in a night move down the BN. The C&NW uses coal hoppers for these moves. They forward an empty coal train (usually from Waukegan, Ill., directly to Superior. The cars are cleaned at Altoona (Eau Claire), Wis., along the way. Occasionally, C&NW will run extras with carloads of coke destined for European ports. The coke is transloaded to the boats in the Twin Ports.

Trains heading south(west)bound in the morning include C&NW ITEMA, run as needed, and BN 142, which can leave Superior anywhere from 3:00 to 6:00 a.m. Usually not far behind 142 is BN 836. In the afternoon you will find Soo 200, a daily train off the DW&P destined for Chicago, and Soo 202, the "local" between Superior and St. Paul. These trains usually have to contend with the "fleet" coming north. There are also occasional coal trains that move via the Twin Cities and the 2nd Subdivision rather than via Staples; on at least one occasion one of these trains was powered by BN's "Desert Storm" 1991.

The BN also operates two "Hinckley Locals" five days per week. One train originates in Hinckley and makes a turn to Rush City on the old NP main, now a branch. As needed, the local also heads west to Brook Park and travels the eleven-mile branch to Mora. Power can be anything from elderly GP9s to leased

GATX ex-Reserve Mining SD38-2s. This train is met at Hinckley by another local operating out of Northtown, which takes the cars back to the Twin Cities.

There are several other "extra" trains that use the Superior line. These trains can show up at any time but generally run as follows:

BN's NT 400 is an "all-rail" taconite pellet movement from National Steel's plant at Keewatin, Minn., to Granite City, Ill. NT 400 usually runs midday to early afternoon three to four days a week. The NT 401 is the return empty movement to NT 400 and can be expected at any time. Recently, BN and DM&IR began moving taconite ore from USX's Minntac Plant near Mountain Iron, Minn., to Granite City, Ill. These trains are symboled DM 400 and DM 401 on BN and can run any time.

The BN's US 500 and US 501 are unit

A MILWAUKEE P.OAD SD40-2 was southbound (**top**) over the GN Nemadji River bridge at Boyleston, Wis., on August 10, 1982, and former-Reserve Mining SD38-2s were heading up the doublestacks (**above**) on BN 142 at Cedar, Minn., on September 2, 1991. A few miles north on August 5, 1990, C&NW SD50s and SD60s (**below**) were rolling an extra.

A BN F-UNIT was leading a DM&IR SD9 (**above**) two miles north of Kerrick, Minn., on July 23, 1978, and on August 10, 1982, CN units were heading up a Milwaukee-DW&P run-through (**below**) on the Net River bridge at Holyoke, Minn. Typical BN SDs had taconite empties (**opposite bottom**) northbound on the Kettle River bridge at Sandstone, Minn., on September 6. 1986. The BN's SD60M "Desert Victory" 1991 and Oakway 9039 made a colorful pair (**right**) at Bruno, Minn., on August 4, 1991.

sulphur trains that originate with Occidental Petroleum at Ram River, Alberta, on CN. They then move over the DW&P to the BN, which takes them to Chicago for interchange with Norfolk Southern. The trains are destined for points in the southeastern U.S. and can run at any time; there are usually one or two moves each week.

Soo Line 376 and 377 are grain extras destined for the Twin Ports that formerly used the Brooten Line. They run must often in the fall, when the grain rush is on. When the grain is really moving you can also find a significant number of extra Soo trains on the line.

All three railroads that utilize the Superior line receive unit potash trains originating in Canada and interchanged from the DW&P. These trains are most often operated by the BN and C&NW, and they are fairly rare on the Soo Line.

Careful monitoring of a scanner will greatly assist your photographic efforts on this stretch of railroad. Talking hotbox detectors are located about every 25 miles over the entire route to Superior and further assist in locating trains.

The Future

The BN's Twin Cities-Twin Ports main appears quite secure. The railroad has been working for several seasons to modernize the line with welded rail, new ties and ballast and lengthened sidings. In the last few years BN has installed "automatic switches" at meeting points to assist in cabooseless operations. These switches automatically

KODACHROME MIKE CLEARY

line themselves back after the last car in the train passes over them, which saves the brakeman from having to walk the length of the train after meets. These switches can be found at Andover, Grasston, Hinckley and Foxboro. Since it is now the only direct route from Minneapolis/St. Paul to Duluth/Superior, and since two other railroads pay BN to use the trackage, there is little doubt the ex-GN route will continue to be an important part of the BN system for years to come.

However, the purchase by the Wisconsin Central of the Soo Line and C&NW routes into the Twin Ports from Wisconsin could reduce traffic on the BN in the future. The WC wants the new lines to garner the lucrative traffic off the DW&P. The WC was prohibited from soliciting overhead traffic by its original purchase agreement with the Soo Line, but with that restriction removed, WC is expected to be a stiff competitor for DW&P traffic headed to Chicago and interchange with other carriers. The new WC routing offers two distinct advantages over its competitors: it will be the shortest route between the head of the lakes and Chicago, and WC's two-man crews give it a significant cost advantage. If WC is successful in picking off traffic from the other railroads in this market, it could reduce the number of movements over the BN Superior route.

Even with the possible changes, the line to the Twin Ports will continue to offer great photo opportunities for those who have the notion to travel to the "North Country" of Minnesota and Wisconsin.

KODACHROME DAVID E. BAER

MOUNTAIN LAUREL RAILROAD purchased 128 miles of Conrail trackage in western Pennsylvania. Ex-IC GP10s in fresh paint as ML 12 and 13 led P&S hoppers north of Freeport on January 13, 1992. See page 46.

KODACHROME: JOSEPH T. BISPO

SAN JOAQUIN VALLEY RAILROAD is a new Kyle operation which has taken over three SP branch lines northeast of Bakersfield, California. The short line uses six GP9s including 1754 (from sister Kyle road Arizona Eastern), which was westbound near Exeter on January 4 (**right**). See page 46.

NICKEL PLATE GP30 900 was in its original paint and number at Bellevue, Ohio, on February 6 (**right**). NS donated it to the Mad River & NKP Museum and plans to formally present the unit in May 1992. See page 45.

KODACOLOR: HOWARD W. AMELING

Railnews

CENTRAL OF INDIANA is a new line using such power as leased Great Miami GP30 No.30, seen at Valley Junction, Ohio, on January 26, 1992 (**below**). See page 46.

KODACHROME: BRYAN RICE

BY JIM BOYD

Congress versus Steamtown

In the now-infamous battle with Congress, Steamtown appears to have survived its first major encounter reasonably well. On February 25, 1992, the House of Representatives voted to approve bill H.R.3519 granting $66 million in Steamtown funding. The $66 million is down from $73 million in the original legislation, but a far cry from Steamtown being de-authorized, as some would prefer to see it, or from the $1 million over contracts "already let" as suggested last November by another subcommittee. This will allow completion of the basic "core," but it includes a provision for "operational constraints." The next step for the bill is the Senate and, if passed, on to President Bush. At any point the bill can be altered or denied.

The real catch in H.R.3519 is that it restricts Steamtown NHS to "three operating steam locomotives" and it limits any excursion destinations to less than 50 miles from Scranton. These two limitations are ludicrous.

With normal operations requiring one road locomotive and a switch engine for the site shuttle, this leaves only one reserve locomotive to cover both assignments. With Baldwin 0-6-0 26, CN 2-8-2 3254 and CP 4-6-2 2317 already in service, this would mean that no other locomotive could ever be restored unless one of these vitally-needed engines was retired. The time involved in a restoration — often two to three years — would cripple any effort to vary the operating equipment.

Limiting Steamtown to three operating steam locomotives is like limiting Colonial Williamsburg to three operating horses. Steamtown as yet hasn't decided how many or which locomotives to make operable, and they don't have the annual budget to do more than one every couple of years. And considering FRA inspection and flue-time requirements, it would be impractical to keep more than a handful in service. But three locomotives just aren't enough for even "normal" operations.

Limiting Steamtown excursions to less than 50 miles from Scranton is beyond ludicrous. This would mean that no excursion could *ever* go to Binghamton or anywhere else, like Allentown or Sayre on Conrail. Since these "excursions" do not require track ownership, they could become very profitable special events as Steamtown's involvement would be only "from the rail up."

The purpose for the mileage limit was to restrict Steamtown's ambition to utilize more of the DL&W main line and thwart an often-discussed connection to Stroudsburg and the Delaware Water Gap National Recreation Area — previous management's extension of operation to Mount Pocono was a financial disaster. But the legislation's wording uses a nuclear weapon where a decent mousetrap would do the job.

Steamtown's regular excursion plans are only to Moscow, 13 miles to the east, and the track is not even owned or maintained by Steamtown. Park Service policy would *not* allow Steamtown to absorb any debt, purchase any equipment or purchase any land or railroad rights of way. The real hero here was the Lackawanna County Rail Authority which arranged for acquisition of the Scranton yards and property and isolating the NPS from Conrail reversionary clauses by leasing the line to Pocono Summit with an option on East Stroudsburg. The LCRA bought the Steamtown Foundation equipment, auctioned some off to pay liens on the rest and donated the collection free and clear to the Park Service. And now the LCRA, as the Lackawanna Railway, has assumed freight operations of the Scranton yard trackage and the line to Pocono Summit from Conrail. The first train, with Lackawanna Valley RS18 1801, was run to Tobyhanna Army Depot on February 3, 1992, to retrieve four DODX flatcars donated to Steamtown. The LCRA has begun bidding on Tobyhanna military rail traffic and is developing other business on the line. Any Steamtown excursions beyond Moscow would be on a special event basis with cost borne by ticket revenues. The 50-mile limitation is stupid and capricious.

The concern about the money being spent is legitimate, so far Steamtown National Historic Site has spent upwards of $39 million. That plus the additional money will basically develop a park of NPS design — but the NPS has paid no money for the hardware or real estate. Its tangible items are a soon-to-be completed roundhouse, a brand new turntable, a successful battle against contaminated soil in the roundhouse area and three operating steam locomotives.

The funding in H.R.3519 will allow SNHS to complete the site sanitary utilities, visitor center and parking lot and finish the contracted repairs to the excursion line bridges between Scranton and Moscow. They will also be able to complete interpretive exhibits and two exhibit buildings. The major item not funded is the connection to the proposed shopping mall on Lackawanna Avenue (probably a wise move!).

Well, readers, its up to you again. It was your letters that got Steamtown to restrain from putting the stage deck on the turntable, and quite possibly the letters to your Congresspeople may have influenced the positive result in the House of Representatives. The next step for H.R.3519 is the Senate, and you can help again by writing to your *Senators*. Everyone has two (their addresses are in most phone books and at the Post Office), and crippling and unnecessary limitations can be removed if your Senators know that's what you want. As with the turntable, you readers can make a difference. A copy to President Bush (1600 Pennsylvania Avenue, Washington, DC 20500) wouldn't hurt.

And do it *now*, the Senate will meet in early May — M.D.

The Hinckley Fire

While editing Steve Glischinski's manuscript on the BN Twin Ports line, the references to Hinckley, Minnesota, stirred up a memory. Back in the early 1950s I had gotten for Christmas a book entitled *A Treasury of Railroad Folklore* by B.A. Botkin and Alvin F. Harlow (amazingly, Freeman Hubbard was only a minor contributor), which included a dramatic account of "The Hinckley Fire." On September 1, 1894, that same Hinckley, Minnesota, was overwhelmed by a massive forest fire, and both the GN and NP lines were heroically involved. A short passenger train and local freight on the Eastern Minnesota (GN) were combined and raced out of town as the fire swept over, saving the lives of hundreds of townspeople. Meanwhile, over on the St. Paul & Duluth (NP), the afternoon passenger train from Duluth drove into the fire and had to make a perilous escape by running backwards to Skunk Lake, saving its own passengers and about 200 refugees from Hinckley.

Today, Steve Glischinski reports, the two-story former-NP depot in Hinckley is the Hinckley Fire Museum, with an extensive collection of photos and artifacts from that community's hour of disaster.

And douse that cigarette when railfanning in the North Country.

SCANNER EQUIPPED?

Then you need —

THE COMPENDIUM OF AMERICAN RAILROAD RADIO FREQUENCIES

BY GARY STURM & MARK LANDGRAF

New, Convenient Size • More Detailed Listings
Over 200 Pages • U.S., Canada and International

Only $14.95

Order from:
Gary L. Stum
P.O. Box 80041
Ft. Wayne, IN 46898-0041

SASE for more information. Dealer inquiries invited.

Need help with placing your Ad?
Call or write Pieter Uptegrove:
Advertising Sales . . . (201)383-3355

PENNSY STEAM: A SECOND LOOK

by Paul Carleton

Hard cover, 208 pages.

Priced at: $37.95, order from,
D. CARLETON
P.O. Box 1827-Dunnellon, FL 32630
Write for our free brochure.

THE DEPOT ATTIC
377 Ashford Ave. Dobbs Ferry, NY 10522
"America's Foremost Dealers In Railroad Memorabilia"

Offering a Large Selection of Authentic Railroad Paper and Hardware Material.

Buying Large Collections or Single Items Including Lanterns, Timetables, Keys, China, Passes, Badges, Books, Hardware, Brochures and Miscellaneous.

Write, or Phone 914-693-5858 (Evenings)

Store Hours: Weekends Only 12 to 5:00 PM
Send $2.00 to Receive Catalogs

Switch List

CLASSIFIED ADVERTISING: 48 cents per word, minimum order $5.76. Count all initials, abbreviations (COD, SSAE, PO, 8mm, 5x7, it's, etc.), numbers and address components as one word. Zip code free. Fourth consecutive insertion of same ad free upon request. Classified ads are payable in advance, and payment must accompany ad copy. Ads will be placed in category deemed most appropriate; requested categories will be considered. Ads using a PO Box number must supply a street address for our records. Classified ads are non-commissionable. CLOSING DATE: 10th of month three months preceding date of issue, i.e. Feb. 10 for May issue. Send all classified ads to: RAILFAN & RAILROAD, CLASSIFIED AD DEPT., PO Box 700, Newton, NJ 07860-0700. Ads sent to other departments may be delayed or lost. All ads are subject to the approval of the publisher. Ads are set in standard 6pt type with first word capitalized. Large type bold face classified ads are available at $1.15 per word, minimum $13.80.

ANNOUNCEMENTS

NORFOLD SOUTHERN #611, Chicago to Ft. Wayne. June or July. For information contact: Chicago Chapter NRHS, Post Office 53, Oak Park, IL 60303 or call: 312-342-4244. 592

LEARN TO DRIVE steam locomotives on Welch narrow gauge tourist railway. One-week or one-day courses. Details: Ralph Holzwarth, PO Box L, Niverville, NY 12130. 518-784-3255. 892

BOOKS & PUBLICATIONS

MAX OUT YOUR SCANNER! Improve reception and performance! Learn about antennas, amplifiers, and railroad radio systems. What to listen for. Tips on buying new and used equipment. 60p fullsize illustrated booklet, only $6.00 postpaid. Vincent Reh, 6417 Freeman, Byron, NY 14422. 592

"TURBINES WESTWARD", Union Pacific turbine story. 184 pages, 325 photos, $32.00 softcover, $42.00 hardcover postpaid U.S.A. Lee Publications, Box 412, Clay Center, KS 67432-0412. 892

C&NW TRACK CHARTS, 1970: Lake Shore, Missouri, Galena, Terminal, Iowa, Wisconsin, Central, Twin Cities, Western. 1976: Wisconsin. 1986: Eastern, Westsern, Central. High-quality copies. $30.00 each, ppd. Dave Cramer, 2114 Sheridan Drive, Madison, WI 53704. 592

FRENCH SUPER TRAIN ALBUM 9x12. 96pp. many photos. All color album on France's TGV. $12.00. The Map Factory, Box 12629, Seattle, WA 98111-4629. 592

CAJON, TEHACHAPI, UP'S AFTON CANYON. Complete maps/guides include directions, photos, rosters, radio frequencies, motels, camping and much more. $11.00 each or all 3 for $27.00 and receive an 8x10 of 3751 in Cajon Pass. Steel Rails West, PO Box 59117-P, Norwalk, CA 90652-0117. 892

ONTARIO & WESTERN OBSERVER, 23 issues September 1969 to December 1979, $25.00. Ulster & Delaware by Gerald M. Best (1972) $25.00. Lawrence C. Kiss, 45 Orchard Neck Road, Center Moricher, NY 11934. 592

HOW TO FIRE steam locomotives and two short railroad stories. Thirty pages $6.00, postpaid to: Bill McGee, 1028 O'Callaghan Drive, Sparks, NV 89434. 892

TWO FOOT GAGE Owners Association. Free newsletter. Write: R&W Railroad, RR #3 Box 128, Woodstown, NJ 08098. 592

RAILFAN TIMETABLES: Complete trackside reference guide packed with railfanning information. Like employee timetables, contains all Class One road mainlines and branches with map, talking detectors, frequencies, freight symbols, signals and more. Includes passenger supplement. California $13.50, Pacific (WA/OR/ID) $13.00, Southwest (AZ/NM) $9.00. (Sales tax and postage included.) Altamont Press, PO Box 754-R, Modesto, CA 95353-0754. 592

FLIMSIES MAGAZINE prints the news of Western railroads fast & often, twice a month. Find out what's going on before it happens, instead of seeing somebody else's photos afterward. Sample $1.00, subscription $30.00 for 24 issues. Flimsies, PO Box 6776-R, Orange CA 92613. 592

FAX SERVICE! Get the hottest Western rail news every Friday morning, weeks or months before you see it in print. Send a fax to: 714-693-0247 for sample. $13.00 for 13 weeks. Flimsies Express, PO Box 6776-R, Orange, CA 92613. 592

FREE BROCHURE listing retired SP engineer Dick Murdock's popular railroad books now on sale. Box 1346, Ross, CA 94957. 193

CABOOSES, LOCOMOTIVES, PASSENGER cars, RDC's and more! The real stuff! It's all for sale through the railroad industries foremost nationwide classified publication called "The Railway Marketplace". Receive 12 months of timely information for only $30.00. 1507 Woodland Ave., Folcroft, PA 19032-1120, Phone/fax 215-583-8679. 592

CALIFORNIA RAILFAN FIELD GUIDES. Cajon, Donner, Keddie, Tehachapi, more. Southern, $15.00; Northern, $10.00; $1.50/order postage. CA plus $7.5% tax. Satisfaction guaranteed. SSAE for details. Jason Paul Kazarian, Box 476, Ridgecrest, CA 93556-0476. 692

DALLAS FORT WORTH Railfan Guide: 50 plus pages of maps, schematics, symbols by one who's railfanned the area. $14.00 ppd. David Moore, 1829 Skyline, Sherman, TX 75090. 792

NEW MISSOURI PACIFIC BOOK. "Missouri Pacific Steam Finale in Kansas", by noted steam authority Lloyd Stagner. Text and illustratins of last MoPac steam in Sunflower State from 1940-1952. 52 pages. $16.50 postpaid. South Platte, Box 163, David City, NE 68632. 592

ALONG THE NORFOLK and Western by Tam Park Vannoy, retired editor, N&W Magazine, feataures 48 photoographs, some rare and a few in 1950's and 1960's. The 90 page book (second printing) sells for $11.00, which includes $1.05 postage, US mail. The 1991 book is one of the most complete histories of the N&W. TP Vannoy, 3040 Northside Road, Roanoke, VA 24019. 592

BUSINESS OPPORTUNITIES

LET THE GOVERNMENT FINANCE your railfanning or modeling related small business. Grants/loans to $500,000. Free recorded message: 707-449-8600.(LR3) 9TF

FOR SALE

CABOOSES AND FAIRMONT motorcars for sale. Own two pieces of railroad history while still affordable. 515-472-2020. Anderson Steel Flange Railroad Equipment, PO Box 2042, Fairfield, IA 52556. 592

FOR SALE: TRACTION LIBRARY — Over 350 titles plus Brill Magazine reprints and all T&M's. SSAE to: Roy Kylander, 5 Blackwatch, Trail Fairport, NY 14450. 592

BINDERS: FIVE Pacific Rail & three Railfan, $6.00 each. Phil Whitwam, 80 Laurel St. #5, San Carlos, CA 94070. 415-591-3704. 592

ENTIRE RAILROAD COLLECTION FOR SALE: 61,000 photos, 216 books, many other railroad materials. Send LSSAE for list and prices to: Tom Strauss, 11548 Xavis St., Coon Rapids, MN 55433. 592

MISCELLANEOUS

CABOOSE, 1896 Grand Trunk wood on rail, stored inside 12 years. Excellent, original! 313-437-0947. 592

UNIVERSITY OF RAILROADING©graduate diplomas, $5.00; T-shirts $9.00, sweatshirts $17.95, all sizes children and adult, (XXL/XXXL add $2.50) plus $2.00 shipping. Box 10, Russell, KY 41169. 892

BIG BUCKS for old leather bomber jackets, especially with paintings and patches. Also, any WWII military memorabilia: Helmets, daggers, wristwatches, equipment, etc. Send description. David Krakow, 8 Ethelridge Rd., White Plains, NY 10605. 592

INDEX TO RF/RR (1929-1987) $43.00 postpaid. 672 8½x11 pages. Other magazine titles, specific railroads, railroad subject indexes too! 36 titles, 15,000 magazines available. Stephans, Box 101, Chenango Forks, NY 13746-9712. 692

OLD STOCK CERTIFICATES! Catalog plus 3 beautiful certificates $4.95. Also buy! Ken Prag, Box 531RF, Burlingame, CA 94011. 415-566-6400. 692

T-SHIRTS, SWEATSHIRTS, caps, patches, Midwest Railroads. Send $1.00 (refundable) to: J-Bar Rail Boutique, 1906 S. Kernan, Appleton, WI 54915. 592

N de M PINS, six dollars each postpaid. Ask for other items also. Temple, Montenegro 1531, Guadalajara 44100, Mexico. 592

CONRAIL TEE SHIRTS - White heavyweight American made 50/50 blend with Conrail blue GP40 engine, and Conrail name and "Railroaders Love to Couple Up" logo in black. $12.00 each includes shipping , Sizes S, M, L, XL, XXL. Larry Foran, 97 Morningside Road, Verona, NJ 07044. 592

RAILROAD ART

WESTERN STEAM: an 11x14 multiple drawing print, with power of steam. $5.00 each. Send for free sample. Alta Press West, PO Box 606, Simi Valley, CA 93062. 592

RAILROADIANA

HAT PINS AND PATCHES - Our own unique line of over 600 items. Lionel licensee. Lowest prices on custom work. Catalog and free patch, $3.00. Dealer inquiries invited. Mid-Michigan Hobby Supply, PO Box 1851R, East Lansing, MI 48826. 517-485-2633. 3TF

CHINA, LANATERNS, keys, locks, paper. Multi-page list #10 SSAE. TSK Railroadiana, 35 Snow St., Hoosick Falls, NY 12090-1332. 892

DINING CAR CHINA, glasses, silver, cloth. Annual reports, timetables, rules, menus, magazines, Pullman items. 52¢ stamps on SSAE brings you big list! James McClellan, 1752 S. Wichita, Wichita, KS 67213-5196. 293

BEAM RR DECANTERS — All 22 pieces unopened, original boxes. Roy Kylander, 5 Blackwatch Trail, Fairport, NY 14450. 592

RAILROAD CROSSING SIGN - Cast iron crossbuck two pieces, each 9"x47". Raised lettering both sides, $100.00 plus shipping. Larry Foran, 97 Morningside Road, Verona, NJ 07044. 592

RAILROAD COLLECTION - Pullman mattresses, ladders, tables, berth curtains, chair car and coach seats, yard switch stand lamps and more. Send SSAE for list to: Oscar Stagg, 2637 21st St. West, Birmingham, AL 35208. 592

RAILROAD PHOTOS & SLIDES

THOUSANDS OF railroad slides, 100 for $12.00. Clifford Reeve, 2750 Sadler, Warren, MI 48072. 592

ORIGINAL RAILROAD slides, new list. LSSAE (52¢) to: Robert Popchock, 15810 Cambridge Dr., Mt. Clemens, MI 48044-4563. 592

TONNERVILLE TROLLEY lapel pin. 3/4" red/yellow, $7.00 each. Asia Sparks, 6045 Camelot Court, Montgomery, AL 36117-2555. 592

PHOTOS & SLIDES - This is our fourth catalog of slides and color prints of more than 1,500 views of all major railroads, Short Line, industrials, freight cars, piggy-back trailors and maintenance of way equipment. Send $3.50 ($5.50 overseas) for our 28 page catalog and one 3" x 5" photo. Rail Photos Unlimited, PO Box 2306, Joliet, IL 60434. 6TF

PHOTOS? Create your own custom placemats. Brochure. Magic Moon Designs, Box 1437R, New Beach, ME 03910. 692

DUPLICATE COLOR SLIDES: Amtrak, CSX, Norfolk Southern, Penn Central, SOO, Shortlines, others. List and 2 samples $2.00. Vernon Ryder, Jr., PO Box 92, Portsmouth, VA 23705. 692

CIBACHROME PRINTS and B&W lab services. Great quality, low prices, extensive services. Dutchess Photo Printers, Box 1041, Millbrook, NY 12545. 692

WRECKS! ALCOS! F-UNITS! 101 beautiful slides on video. $9.95 each or buy 2 and get 3rd free. Add $3.50 S&H. Success Productions, 19 W. 1st St.,Fon du Lac, WI 54935. 692

YES, I STILL have color roster photos of many Canadian Nation Alco C-636, C-630, C-424, S-4, S-13, S-13U, R.S.-18 etc. and VIA FPA and B's, but I have also added many freight and special purpose cars, C.N. rail cabooses, G.M. SD-40, GP-40, some GE. Dash 8-40. Also, negatives on approval. Send $2.50 (U.S.) for list, 2 sample color prints and information to: J.R.L., PO Box 4533, Moncton, N.B. E1A 6G1. 592

STEAM, DIESEL B&W negatives. Over 20,000 from most roads. Also slides and prints. Please detail interests. SSAE to: Quinn, Box 65, Worcester, NY 12197. 592

WANT SLIDES of business and private cars. Trading NS, Sou, and CSX diesels for them. OH Borsum, 1039B Oakmont Circle, Lynchburg, VA 24502. 592

OVER 18000 TRAIN DEPOTS for sale. Send $1.00 for list of your state. Roberta Niesz, 1715B Ave. N.E., Cedar Rapids, IA 52402. 892

RAILROAD POSTCARDS

RAILROAD POSTCARDS, in full color, mainline, foreign, museum, steam, diesels, trolleys and buses. 30 new postcards and complete listing with subjects from six continents for $4.75. Mary Jayne's, Route 5, Box 132-A, Covington, VA 24426. 692

A prototype for everything

For many years before RAILFAN was created in 1974 and dumped in my lap, I was a rather active modeler, with dreams of an HO scale Illinois Central and L&N coal country empire in my new basement. Today, with the demands of a monthly deadline and all the related railfan activity (I know, it's a rough job, but somebody's got to do it), the only modeling I manage to get in is once a month as the first trick yardmaster at Sunrise on Tony Koester's HO scale Allegheny Midland (it's not such a rough job, and I've got enough seniority to hold it).

The "Midland Road" got its start back in the mid-1970s when Tony was editor of RAILROAD MODEL CRAFTSMAN, and it has continued to grow and gather a regular operating crew. It started out as a contemporary railroad with all the latest diesels and piggyback trains, but with his 1981 departure from RMC Tony was relieved of the pressure of building a railroad "for the readers" and slowly reverted back to his first love: the steam-diesel transition era and the image of the Nickel Plate. It's been a bit strange to follow the Midland Road back from its modern image with SD40T-2s into the era of Alco C630s and C430s and then RSD12s and RS3s and finally 2-8-4s and 2-6-6-2s. It's the kind of "time machine" that modelers know well and railfans can usually only dream of.

And it has resulted in some interesting sights. With steam just recently taking a solid foothold on the Midland, Tony now has enough Berkshires and Mallets and first-generation black and yellow Alcos to retire all of the new image red and yellow modern diesels. Strung out on an unused staging track in the "crew lounge" is a dead line of second-generation diesels displaced by steam. All it needs is some white-lined numbers to look like the recession-era dead lines we've all seen at Roanoke or Cumberland or Enola or Taylor. Prominent in the fleet are big Alco Centuries and EMDs like GP35s and SD40T-2s — while the Midland Road 2-8-4s wheel the merchandise and 2-6-6-2s work the mines nearby.

It's one of those sights you'd never see in real life, right?

Don't be so sure. Just look at the top photo on page 49. There is the derelict hulk of a second-generation Alco Century 430 in the dead line at Binghamton, N.Y., as the New York, Susquehanna & Western's brand new 2-8-2 steams alongside. There *is* a prototype for everything!

And it figures that it would be in Binghamton, Rod Serling's original "Twilight Zone."

next month in RAILFAN & RAILROAD

- **EDAVILLE AND THE MAINE TWO-FOOTERS: As the Bridgton & Harrison 2-4-4T No.7 celebrates its 50th year of preservation, join us for a look at the five Maine two-foot railroads that contributed locomotives and cars to the only authentic survivor of the era, the Edaville Railroad of Massachusetts.**

JUNE 1992 ISSUE ON SALE MAY 1

EastRAIL '92

The third annual "EastRAIL" multi-media show was held at the Chatham, N.J., High School auditorium on a rainy February 15, 1992, and was a solid success. Sponsored by the Jersey Central Chapter NRHS and hosted by the staffs of R&R and *Railpace* Magazines, it presented seven programs to an audience of about 200, who braved the dreary weather. As with last year, Chet Furmanek provided shuttle service in a vintage bus between the NJ Transit Chatham depot and the school.

After a somewhat embarrassing delay when a certain R&R editor discovered that he had forgotten the speakers for the sound system (Chris Kimler, who lives nearby, saved the day with the high-horsepower speakers from his home stereo), the show got under way and quickly picked up the pace. Jersey Central Chapter President Frank Etzel led off with Northeastern and Western action in his "Railfan Portfolio" show set to music ranging from blues to Gershwin and Louis Armstrong. Steve Barry (who has had a show at all three EastRAILs) followed up with his best presentation yet, "Wheels Across the West," featuring 58 minutes of contemporary steam and diesel action from Chicago westward, professionally narrated by Philadelphia radio personality and EastRAIL emcee Tom Moran. Steve's music ran the gamut from Merle Haggard to Frank Sinatra to Tangerine Dream.

After a lunch break that included vintage bus service to local eateries, Jon Graham presented a fast-paced montage of Northeastern transit action from 1966 to 1983 shot by the late Steve Zabel of New York City. The show, "Steve Zabel: Off The Beaten Track," featured creative use of vintage radio commercials and voice clips with jazz, rock and soul music. It shows what a visually rich environment big city transit can be.

Although his first encounter with steam was a Southern 2-8-0 in 1980, John Craft of Birmingham, Alabama, described "Growing Up in the Steam Era" with superb photography from a variety of photographers and a

NEW RIVER GORGE; B&W scenes. $1.00 for 3 samples and list. Thurmond Postcards, PO Box 27, Thurmond, WV 25936. 592

RAILROAD SOUNDS

HIGHEST QUALITY STEAM and diesel train sounds — audio cassettes and compact discs. Send large SSAE for current catalog to: L&H Railsonics, PO Box 160525, Cupertino, CA 95016-0525. 1292

RAILROAD VIDEOS

RAILROAD VIDEO RENTALS: Practical, inexpensive, 600 titles. Information and complete video list 50¢. Clear Signal Video, Box 418-R, Sharpssbsurg, MD 21782 5TF

NINETY MINUTES OF NORFOLK Southern Hopper Trains, coal trains, CN02's and Yard Work. VHS only, $19.95. NW Sales, Box 1945, Washington, NC 27889. 892

"NORFOLK SOUTHERN, SEPTEMBER - October '90", two hour VHS video features #1218: pulling fast freight in Alabama, Shenandoah Division; on N&W and CSX James River bridges. Front Royal branch Southern main, freight, diesel, Amtrak, steam. Extra - see #1218's new smokebox, May 1991, $16.75 post paid. MenkelSounds, PO Box 195C, Rutherford, NJ 07070-1951. 792

RAIL VIDEOS: Steam—Diesel, Amtrak—UP, Special events, museums, lot of scenic locations. Large selection. Send LSSAE for catalog. VVP, Dept. B, 311 Lunar, Roundlake, IL 60073. 592

"THE LAST TRAINS OF HAWAII". 29 minute VHS video of 1966 color, sound film on 3 foot gauge Kahului Railroad, island of Maui, $45.00 postpaid. For more information, see our ad, page 49, January, 1992, Railfan & Railroad, or send for illustrated sheet. Nat Whiton, Jr., Dept. N, PO Box 11164, Lynchburg, VA 24506. 892

PIKES PEAK COG RAILWAY - 40 minutes of world's highest cog railway including rotary snowplow, Baldwin steam locomotive and other historic equipment. $22.00 postpaid. M&PPRY, PO 351, Manitou Springs, CO 80829. 892

"OLD IRON HORSES NEVER DIE", a visit to six Northern California Steam Trains. From settings as diverse as towering mountains, fertile valleys and rugged seacoasts, antique rod and gear drive locomotives of the; "California Western", "Roaring Camp and Big Trees Narrow Gauge", "Sacramento Southern", "Sierra Railways of California", "Yosemite Mountain Sugar Pine", and "Yreka Western" railroads steam along scenic and historic routes as they transport rovers of today nostalgic journeys into yesterday. Includes a concise pictorial explanation of how steam engines operate and a brief history of each railroad, but the primary emphasis is on the sights and sounds of steam locomotives in action. Narrated. HI -8 Video edited on professional equipment. Approximately 70 minutes in length. $31.95 delivered. VHS only. T.R. Shannon Enterprises, PO Box 5, Mokelumne Hill, CA 95245. 892

QUALITY DUPLICATE COLOR SLIDES. Twenty action slides per set, $11.00. Sets include Amtrak Heritage, BN, CB&Q/C&S, FW&D, Milwaukee, Mopac, OK&T, SP and UP, two or more sets of AT&SF, CRI&P, D&RGW, Frisco, Katy and KCS. List and sample $1.00. Trackside Slides, Dept. RF, 245 SE Robin Road, Bartlesville, OK 74006-2120. 892

WANTED

WANTED: Anything pertaining to the F.W.& D. RR at Sterley, Texas. Dan Smith, HCR 5, Box 94, Lockney, TX 79241. 492

WANTED: BONDS, stocks, timetables, annual passes! Ken Prag, Box 531RFW, Burlingame, CA 94011. 415-566-6400. 592

NYC HUDSON DIVISION ett, photos, track layouts, any other pertinent documents and information for developing history. Jack Shufelt, 2401 Golden Shore Dr., Fenton, MI 48430-1058. 792

WANTED: The books "Steam Locomotives of the Frisco Line", "Frisco Diesel Power" and "Frisco Power". Charles Gartner, 824 Northeast Hwy 24, Topeka, KS 66608. 792

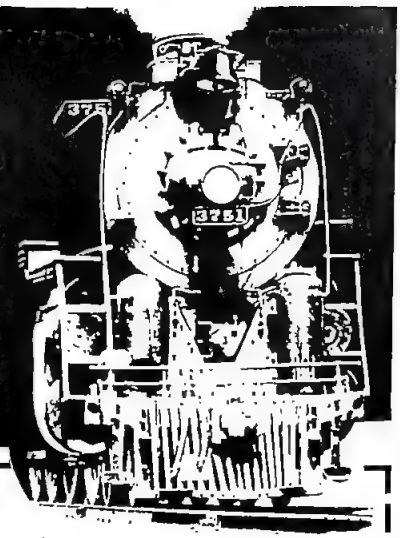
NEED HELP PLACING AN AD?

Call or write:
Pieter Uptegrove
Advertising Sales Mgr.

(201) 383-3355

SUBSCRIBE TODAY! and Enjoy!

Join the railfans who subscribe and enjoy every issue of RAILFAN & RAILROAD. We look at the rail hobby the same way you do and have the finest authors in the field to share their individual perspectives on the railroading of today, yesterday and tomorrow—all from the varied viewpoints of involved hobbyists. Subscribing saves you money and guarantees you won't miss an issue. Join us.



RAILFAN & RAILROAD
Subscription Dept. 1429
P.O. Box 700
Newton, NJ 07860-0700

TO SUBSCRIBE, Mail this form with the following information:
☐ New Subscription
☐ Renew present subscription

U.S.A. Subscription Rates:
☐ 1 Year $25. ☐ 2 Years $47. ☐ 3 Years $67.

CANADA:
☐ 1 Year $31.
☐ 2 Years $59.
☐ 3 Years $85.

FOREIGN:
☐ 1 Year $33.
☐ 2 Years $61.
☐ 3 Years $91.

Includes NJ Sales Tax and Canadian GST

Name _____

Street _____

City, State, Zip _____

Payment by: ☐ Check ☐ Money Order
☐ AmEx ☐ Optima ☐ MasterCard ☐ VISA

CARD NUMBER EXPIRATION DATE _____

SIGNATURE _____

If you don't want to mutilate your magazine, send your order and remittance in a letter

very interesting and unusual mix of music including Melissa Etheridge, the Indigo Girls, Notting Hillbillies and others. Enhanced by the often intense soundtrack, John's rural images and soft Southern narration were a marked contrast to the frantic metropolitan clamor of the preceding program.

Probably the show most eagerly anticipated by the local fans was the collaboration of Bob Palmer and veteran photographer Dave Augsburger on "The Anthracite Roads: Then and Now," which combined Palmer's contemporary action with pre-merger scenes taken by Augsburger. Set to the laid-back music of Pat Metheny, careful pacing and lots of direct then-and-now comparisons of Conrail versus the L&NE, Reading, Jersey Central, Lehigh Valley and others kept the audience enthralled.

Bradley McClelland of Dayton, Ohio, then presented an impressively artistic look at contemporary railroad scenes from Michigan to West Virginia set to a very interesting modern jazz soundtrack. Brad's use of light and atmosphere produced a very stylish and distinctive show.

The same editor who forgot the speakers wrapped up the day with "Countdown to Conrail," a fast-paced look at Northeastern railroading from 1966 to date, carrying the audience from the pre-merger "glory days" through the Penn Central and into the dismal "cockroach" years of early Conrail before bringing them into the sunshine of today's "Big Blue." Teen-ager Chris Kimler then showed what it was like breaking into railfan photography with Conrail, and *Railpace* publisher Tom Nemeth and teenager Alan Bellis

RAILFAN & RAILROAD Advertising Index for MAY 1992

A–B

A&R Systems, Inc. 37
American AltaVista 19
Andover Junction 16,25,31
B.R.M.N.A. 18
Barnard, Roberts & Co. 39
Benson Slides 26
Berkshire Videography 38
The Book Depot 42,43
BV&M 26

C

D. Carlton Railbooks 69
Carstens Publication, Inc. 13,33,35,38,40
Casey Jones Video Productions 18
Central Electric Railfan Assoc. 30
Challenger Tours 23
Charly's Slides 22
Colorado Railroad Museum 18
Conway Scenic Railroad 34
CR Enterprises 8
Crestline Studios 34
CRV Productions 31

D–E–F

The Depot Attic 30,69
Des Plaines Hobbies 31
DPA-LTA Enterprises, Inc. 8,36
Durango and Silverton RR 7
East End Productions 41
Freight Car Journal 20

G

Gandy Dancer 7
Gifts for Rails 18
GNP Publications 8
Golden Spike Enterprises 38
Goodheart Productions 33
L.V. Grogan 26

H

H & M Productions 6
Herron Rail Services 23,73
HI-Iron Railroad Videos 16
Hyrail Productions, CTC Board 28

I–J–K–L

JMJ Productions 13
M.F. Kotwski 37
Carleton F. Loucks 61

M

Mark I Video 14
McMillan Publications 24
Edgar T. Mead 32
Menkelsounds 28
Morning Sun Books 41
Moviecraft, Inc. 28
Doulas Murphy 37

N–O–P

Neff Video Productions 24
Nickel Belt Rails 35
Old Line Graphics 8
Oxford Publishing 12
Pentrex ..... Cover III & IV
Photo Line Tours 12
Plets Express 12
Post Wallcovering 33

Q–R

Quadrant Press 30
Railfan & Railroad 34,36,72
Rail History Prints 29
Rail Plaque 29
Railroad Avenue Enterprises 28
Railroad Information Service 36
Railroad Video Productions 17
Rails 'N' Shafts 21
Railway & Locomotive Hist. Soc. 12
Railway Productions 32
Raritan Bay Hobbies 22
Red Caboose 19
Revelation Audio-Visuals 30
W.N. Rich 35
Roanoke Chapter NRHS 26
Ben Rohrbeck 22
Ron's Books 15
R S Enterprises of NJ, Inc. 41

S

Greg Scholl Video Productions 27
Schrader Enterprises 23
The Short Line 41
Skyfire Video 10,11
Steam Passenger Directory 32
Gary Sturm 69
Sundance Publications 32
Sunday River Productions 9

T

TLC Publishing 29
Tater Hollow Video 36
Trackside Prints 37
Trackside Video 22
Trains Unlimited, Tours 31
Transit Gloria Mundi 39
Transquip 29
Trolley Talk 41

V–W–Z

Video Classics 8
Video Rails ..... 3, Cover II
WB Video Productions 20
G.C. Wineholt 8,35

TWO KODACHROMES: ED VON NORDECK

SONORA-BAJA CALIFORNIA FT 2203 has been restored to operational condition at Mexico's Benjamin Hill shops, where it was seen on January 7, 1992. Originally NP FT 5410D, the unit is now the world's only operating FT thanks to a rebuilt engine and control stand off a GP18. Booster 2203B, which was thought to have been scrapped, is still on the railroad (**left**) and will be restored as an unpowered "dummy" mate to the A-unit.

looked at Conrail's next "victim," the colorful Monongahela Railway, with its present fleet of GE Super 7s. The music included Dire Straits, Eric Johnson, Candy Dulfer, Pink Floyd, the Oak Ridge Boys and others. "Countdown to Conrail" concluded with Glen Campbell's "*Walkin' in the Sun*" as then-and-now images led up to the finale with the new GE Dash-8 super cabs.

Shows like EastRAIL and California's Winterail are a lot of work to organize and present, but the multi-media shows add a whole new dimension to railfan photography for both the participant and audience — particularly those with a passion for both photography and music. We'll have a report on the March 7 "Winterail '92" in our next issue, and we've already got two shows lined up for EastRAIL '93 next February.

AMTRAK SUCKS! The new Amtrak "Super Sucker" truck, seen on January 24 at the 14th Street Coach Yard in Chicago, is a new hi-rail equipped vacuum tank truck which can literally suck the sewage out of passenger cars. It's part of Amtrak's effort to end dumping on tracks by using full-retention toilet systems. A variety of such systems are testing in some Superliners in revenue service.

TWO KODACHROMES: CURTIS L. KATZ

Niagara by Dick Baldwin

reflections of the
NEW YORK CENTRAL

Hudsons, Niagaras, Mohawks, Pacifics, Mikados, Switchers and diesels by EMD and ALCO + The Great Steel Fleet in stunning color and dramatic black & white. 16mm film by John M. Prophet, Dick Baldwin and other great cameramen brings to life once again the drama of the NYC in the 1920's-early 1960's. Water scooping spectacular, a cab ride in Hudson 5413, pacing views of 2 Niagaras and lots more!

54 mins $49.95

PENNSYLVANIA
GLORY 3

K4's, M1's, J1's, Q2, T1's, H9's, H10's, I1's, E3, E6's, Centipedes, E units, Fs, FA's, GG1's, P5a's, DD1, and more in 16mm film by John M. Prophet and other fine photographers from Pennsy's glory days. Horseshoe Curve in the 1940's, Englewood, Altoona, and many more locations. Also includes CNJ station at Elizabeth with CNJ trains + B&O Royal Blue and RDG Crusader, all in crisp, sharp video you've come to expect from us.

56 mins. $49.95

~~The Singing Wire 2~~

INDIANA RAILROAD

The Great Hoosier Traction Empire

Formed in 1931, this system was abandoned in 1941. See the famous High-Speed cars and impressive RPO interurbans plus freight equipment on this 900+ mile system. You'll see cars at Indianapolis, Ft. Wayne, Anderson, Muncie, Seymour and other locations in black & white and color. From 8mm film by Richard H. George and Frank Schlegel with 16mm by George Meyer.

57 mins. $49.95
15 other titles vhs or beta
free catalog
p&h per order: $ 3.50
toll free order line
1 (800) 783-3886

HERRONrail services
2016 n. village ave.
tampa, fl 33612

QUALITY
the difference is on the screen

THREE EKTACHROMES: JIM BOYD

Colorful Rectifiers

While the Pennsy's E44s may have been the most successful rectifiers, their predecessors and successors were certainly more colorful. New Haven's ex-Virginian EF4s 309 and 301 were westbound on the Shore Line at Mamaroneck, N.Y., in September 1966, and EP5 "Jet" 375 was eastbound at the same location in June 1968. The Muskingum Electric Railroad in southeastern Ohio got two E44 look-alike E50s in 1968; the 100 was at the north end coal loader in June 1969, where they still run.

Two Great Tapes!

LTV Mining Railroad

Pentrex takes you where very few have ventured: deep into the inner plant and strip mines of LTV Mining Company's Minnesota operation. You'll see the last intact group of EMD-delivered F-units that remain in operation on what was formerly known as the Erie Mining Railroad. There's plenty of Alco action on mine runs, and Baldwin switchers are seen working around the plant.

This is the complete "taconite" story. Starting with the removal of ore-bearing rock from pit mines, we trace the process from crushing and pulverizing to concentrating the ore and forming taconite pellets. Once the pellets have been formed, they are transported to the dock by railroad for their journey to LTV's blast furnaces.

LTV's roster of locomotives is truly unique and features units from three different manufacturers. A group of Electro-Motive F-9's are used to haul 96-car trains of taconite pellets to the ore dock. Rock is hauled from strip mines by Alco diesels, primarily RS-11 roadswitchers. Alco C-420 engines and a C-424 are also used. Supplies for the plant are handled by a fleet of Baldwin S-12 switch engines.

You'll see all these locomotives in operation as they perform their daily routines around the huge mining complex. Then climb aboard the cab of an F-9 for the trip to the Lake Superior ore dock. It's an exciting and beautiful ride through the north woods of Minnesota's remote iron range country.

PEN-LTV 60 Minutes $39.95

Western Maryland Scenic Railroad

Climb aboard as first generation Alco diesels pull vintage passenger cars through the beautiful and scenic mountains of western Maryland. Along the route you'll ride through the "narrows," around Helmstetter's Curve, through Brush Tunnel and head up and around the mountains to the restored station at the town of Frostburg.

You'll marvel at the incredible sound of old Alco diesels hard at work, and there's plenty of runby footage to savor as the trains wind through beautiful mountain landscapes. You'll ride in the cab and watch as the engineer concentrates on his tasks. Then, you'll see the engines pull onto the turntable at Frostburg and be switched to the passing track.

The railroad features three Alco diesels: RS-3 No. 199, FPA-4 No. 305, and RSD-5 No. 1669, and each one is seen in action. These classic units have been painted in the Western Maryland "fireball" paint scheme and are looking great. After seeing these units in action, you'll know why railfans have been raving about the Western Maryland Scenic Railroad.

PEN-WMSR 30 Minutes $19.95

Check or Money Order
Visa/MasterCard
VHS or BETA

Pentrex

Order Line:
800-950-9333
24 Hours A Day

P.O. Box 94911, Pasadena, CA 91109 FAX 818-793-3797

CALL OR WRITE FOR FREE CATALOG

Please add $4.00 shipping per order, plus $1.00 for each additional tape. Canadian customers add $5.00 shipping per order, plus $1.00 for each additional tape. CA residents please add 8.25% sales tax. MN residents please add 6.5% sales tax. All other foreign customers add $10.00 per tape.

SANTA FE 3751

Return To Steam

Pentrex has captured the excitement of big steam power in action as the 3751 returned to the Santa Fe mainline. Pentrex was there in 1986 as the 3751 was moved from its resting place in a park in San Bernardino and moved to Fontana. Years and countless man-hours later, Pentrex was there to cover the successful break-in runs and show what the dedication of many talented individuals can achieve. Pentrex crews also covered the entire four-day maiden voyage of the engine in excursion service.

The engine powered a recreation of the *California Limited* passenger train, celebrating the 99th anniversary of the train's debut. Running from Los Angeles to Bakersfield, California, and returning via Cajon and Tehachapi Passes, the engine performed flawlessly as it tackled the stiff grades over the mountains. Two FP-45 diesel locomotives painted in the dazzling warbonnet paint scheme were coupled behind the steam engine as helpers. This is sure to become the best-selling tape of 1992!

PEN-3751 60 Min. $29.95

Check or Money Order
Visa/MasterCard
VHS or BETA

Please add $4.00 shipping per order, plus $1.00 for each additional tape. Canadian customers add $5.00 shipping per order, plus $1.00 for each additional tape. Calif. residents please add 8.25% sales tax. MN residents please add 6.5% sales tax. All other foreign customers add $10.00 per tape.

Order Line:
800-950-9333
24 Hours A Day
FAX 818-793-3797

Pentrex

P.O. Box 94911,
Pasadena, CA 91109

CALL OR WRITE FOR FREE CATALOG